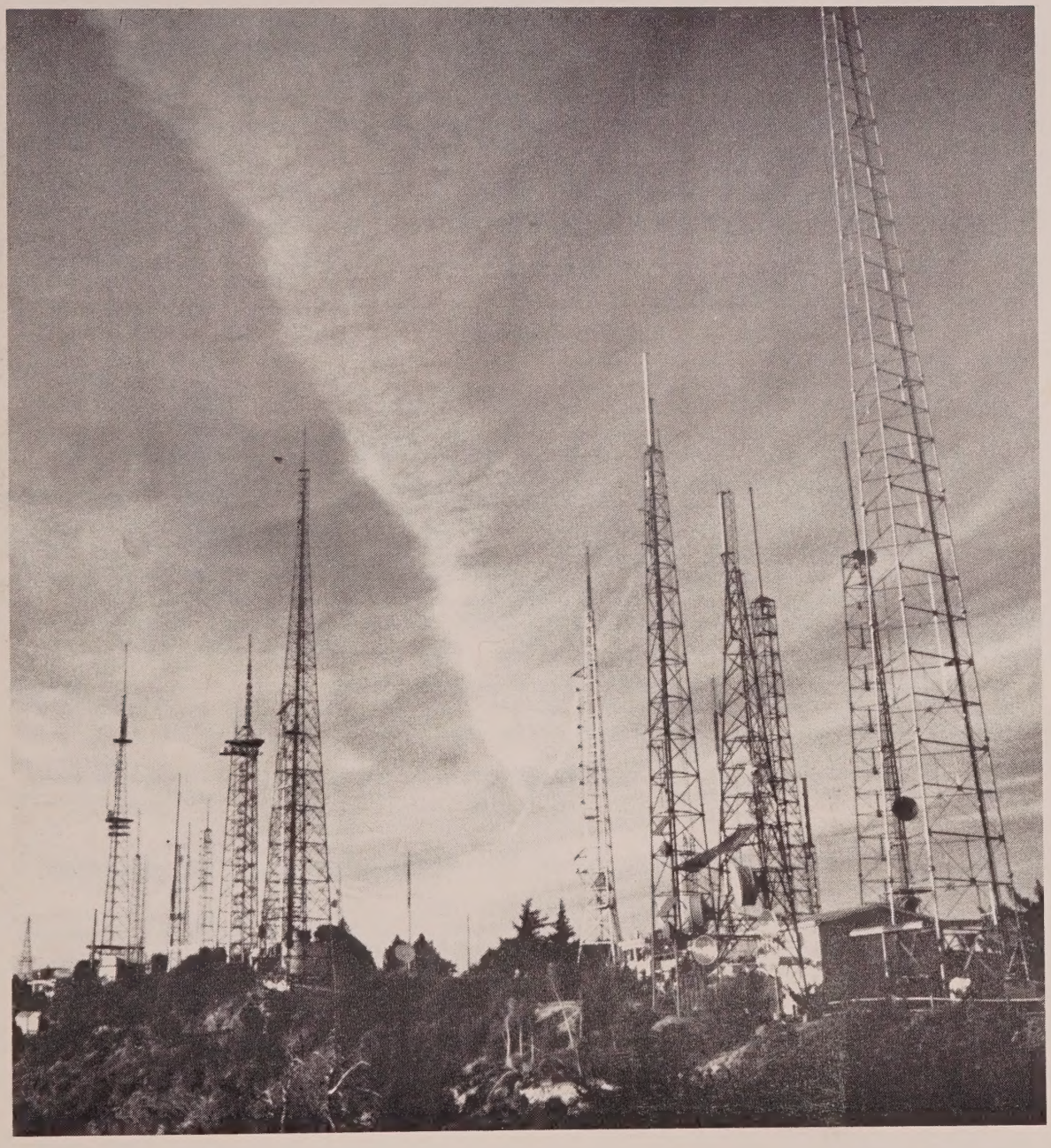
RCMA
NEWSLETTER
APRIL 1987



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Manhattan Beach, CA 90266-8198

FOR YOUR INFORMATION:

1. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropiate, send input to RCMA, P.O. Box 1198, Manhattan Beach, CA 90266-8198

2. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

3. PLEASE INCLUDE YOUR RCMA MEMBERSHIP NUMBER WITH ALL CORRESPONDENCE to newsletter editors or club headquarters.

4. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

5. Please write on only one side of the paper.

6. Please don't combine in one letter several items that should go to different addresses.

7. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

8. Your RCMA membership number and expiration date appear on your newsletter mailing label.

9. You may join or renew your membership for ONLY one year at a time.

10. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA Newsletter

Issue 134 April 1987

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CONTACTING RCMA?

For membership applications or renewals, address changes, inquiries about delivery or renewal problems, write to:

RCMA General Manager
P.O. Box 542
Silverado, CA 92676

Have a comment about RCMA club policy or newsletter content? Write to:

William Mauldin, RCMA General Editor
961 Azalea Street
Boca Raton, FL 33432

Want a letter published in *Your Thoughts* column? Write to:

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198
Manhattan Beach, CA 90266-8198

Correspondence sent to RCMA's Anaheim P.O. Box will still be answered, but there will be a 4-6 week delay.

Cover Photo: Atop Mt. Wilson (Los Angeles Co.).

Photo by Hugh Stegman, CA-LA-472

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, Inc., P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20; South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. RCMA, Inc. does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted . Reproduction of any material in this newsletter is prohibited without prior written consent.

CALENDAR

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92626

Deadline: 1st of the month two months prior to cover date.

R.C.M.A. San Francisco Area Chapter

Contact Jon Cereghino CASC049
P.O. Box 1132, Mountain View, CA 94042-1132

Tour Federal Communications Commission, Field Operations Bureau
Monitoring Station, Livermore, Ca

Tentative Date Tuesday June 9, 1987 1000hrs.

Tour participants will meet at a designated location in or near Livermore, then caravan to the F.C.C. Monitoring Station. If interested, send a stamped self-addressed envelope to the address above. You will receive a map, and the confirmed time and date of the tour about the 2nd week in May. All correspondence received with a stamped self-addressed envelope will be answered. If you do not require a map, a postcard with postage is acceptable. Due to construction at the monitoring station a firm date may not be available until May. Date and time is preliminary and will be confirmed three weeks before the tour.

R.C.M.A. Greater Los Angeles Area Chapter

We are still in the process or a reorganization. Check this column next month. Late minute information may appear on 446.375 MHz. Remember the TRW Swap Meet "walk about" is the last Saturday of each month. Most of the old members are there.

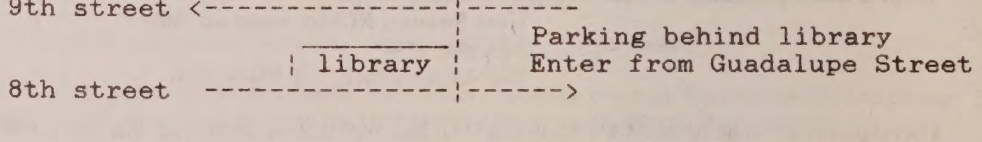
R.C.M.A. West Los Angeles Area Chapter

Contact : Hugh Stegman (CA-LA-472)
Talk in: 146.925 MHz {-600 PL-2A} Tues 1930 hrs net.

The new West Los Angeles Chapter of RCMA meets on the 2nd Wednesday of every month, at 7:30 PM, at Shakey's on Sepulveda Blvd. and Playa or Jefferson (depends on which way you're going), in Culver City. This is few blocks north of Fox Hills Mall, and the 405 freeway exit at Slauson.

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Dan Parkhurst ND 001
7900 B Brodie Lane, Austin, TX 78754



R.C.M.A. Minneapolis - St. Paul Area Chapter

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

All Ohio Scanner Club

Contact David B. Marshall OH-146, Managing Editor
50 Villa Road, Springfield, OH 45503-1036

The All Ohio Scanner Club covers the area of Indiana, Kentucky, Michigan, Pennsylvania, West Virginia, and Ontario, Canada. We welcome members from these and other areas who wish to join our club.

Sample Newsletter: $1.00 plus $0.39 stamp. Membership information for a large SASE to the Post Office Box listed above.

R.C.M.A. Wisconsin Chapter

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

R.C.M.A. Chicago Chapter

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Saturday	April	11	1987	1:00 PM
Saturday	June	6	1987	1:00 PM
Saturday	August	8	1987	1:00 PM
Sunday	August	23	1987	all day
Saturday	September	19	1987	1:00 PM
Saturday	November	14	1987	1:00 PM

Visitors are welcome but please confirm the date in advance.

The Chicago Chapter requests members send a years supply of 9 SASE's plus $2.00 to the "contact person" listed above. The funds will cover the printing of a newsletter that will be sent of all chapter members just before each meeting.

R.C.M.A. for D.C., MD, VA & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

Local chapter newsletter is supplementary to the RCMA newsletter. Because members are so far apart, no meetings are presently scheduled. However, anyone interested in corresponding or meeting local area members may send their name, address, phone (optional) & monitoring interests to above address. A list of these names and interests will be compiled and sent to individuals on the list. Visitor, traveler, frequency & newsletter requests are also welcome.

NEED BACK ISSUES OF THE RCMA NEWSLETTER:

Lots (Months/Year)	No. of Issues	Price
Sept 75 — June/July 76 (No Oct. or Nov. Published)	7	$2.00
August — Dec. 76 (No Oct. Published)	4	$3.00
Jan. — June 77	6	$4.00
July — Dec. 77	6	$4.00
Jan. — June 78	6	$5.00
July — Dec. 78	6	$5.00
Jan. — June 79	6	$6.00
July — Dec. 79	6	$7.00

1980—to date issues are available at $1.50 per copy

Order Total	Include This Amount of Postage
$ 1.50 — $ 5	$1.20
$ 5.50 — $10	$2.25
$10.50 — $15	#3.30
$15.50 — $25	$4.15
$25.50 — $35	$5.50
Over $35	$7.00

Send your request & check/M.O. (payable to RCMA) to:
RCMA General Manager
P.O. Box 542
Silverado, CA 92676

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well-established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:

- **Copy of ANARC Club listing—send 25 cents and a business size SASE**
- **Sample copy of ANARC Newsletter—send 60 cents and a business size SASE**
- **Annual subscription to ANARC Newsletter—$7.50 for residents of the U.S., Canada, and Mexico; $10 Overseas (Airmail)**

ANARC 1987 Convention to be held in July 16,17,18,& 19, 1987 at the Novotel Hotel in Mississauaga, Ontario, Canada. Mississaguga is a city of a quarter million right next door to Metropolian Toronto. The hotel is close to expressways, the Toronto Airport, and City bus services.

The banquet speaker will be past RCMA federal editor Bob Grove, of Grove Enterprises and "Monitoring Times". Theme of the convention will be: "Communications, Yesterday, Today, and Tommorow."

Make plans to attend now! Information may be obtained by writing: Ontario DX Association, P. O. Box 161, Station A, Willowdale, Ontario, M2N 5P0, Canada. The Novotel Hotel is 60 minutes from Niagra Falls, 20 minutes from downtown Toronto.

ANARC 1988 will be held in July 15,16,17, in Huntington Beach, California, USA. The Sponsoring Club will be the SOUTHERN CALFIORNIA DXERS. Past ANARC meetings have been distributed as shown below:

JUNE 5 to 8. EUROPEAN DX COUNCIL Annual Copnvention. Espoo, a suburb of Helsinki, Finland. Organized by the Finish DX Association. All DXers invited. For information write to EDXC '87, Box 454, SF-00101, Helsinki, Findland. Send an airmail SASE.

ANARC has recently established the Committee to Preserve Radio Verifications (QSL's). The goal is to perserve QSL collections that would otherwise be lost forever. Chairman Jerry Berg, 38 Eastern Ave., Lexington, MA 02173, would like to make contact with any DXer who is no longer active in the hobby. If you know someone who is loosing interest in the hobby have them contact Jerry Berg.

ROCKY MOUNTAIN RADIO LISTENERS has scheduled monthly meetings in Aurora and Westminster, Co. On April 26, the meeting will be held at the Aurora Public Library Room 1 B. 14949 East Alameda Drive. For information send a SASE to RMRL, 4131 South Andes Way, Aurora, CO 80013-3831, or call Wayne Heinen, (303)-699_6335.

ENGLISH LANGUAGE GUIDE. Dan Ferguson has his own publication now: "Guide to English Shortwave Broadcasts". Broadcasta are arranged by time and country. The Guide is issued six times per year. Subscription is $15.00 per year or $3.50 per copy. Make checks payable to Dan Fergerson, Post Office Box 44866, Washington, DC 20026.

RADIO WEST has a new address: 850 Anns Way, Vista, CA. 92083. 619-726-3910 If you hobby is Shortwave , send $1.00 and request their 1987 catalog of receivers and related equipment.

Gerry L. Dexter has just produced a new book "Shortwave Listening with The Experts", published by Howard K. Sams, 4300 West 62nd St., Indianapolis, IN, 46268. $22.95/copy. Featured are 25 contributiors who are shortwave listening researcyers, pioneers, and specialists. Covered are identifying foreign and local broadcasts; providing frequencies for elusive stations, obtaining QSL reports; obtaining frequenct lists; tips on recording keeping and organized listening.

From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
961 Azalea Street, Boca Raton, FL 33432

73 TO STEVE KAYWORTH OF TECHNICAL TOPICS

If you are a big TECH TOPICS reader, I am sure you have already read Steve's column for this month and saw the announcement that this is his last month with us on the staff as the super qualified TECHNICAL TOPICS Editor. I really hate to see Steve leave us, but as we all know, business and family both rank higher than hobbies on the list of priorities. Steve started his on wire and cable business (ESCOM) some months back, and his free time has become almost nonexistent since then. He told me this month that we would be seeing his last column in this month's edition.

I know Steve very well, and he has been a pleasure to work with. As we all know from his articles, he is super qualified for the job he has been doing. Maybe he will make lots of money, and perhaps one of these days rejoin us as his staff does all of the work. I just want to say thanks to Steve and wish him well in his new business. He will be missed very much, as qualified volunteer workers are hard to find! 73 Steve from all of us at RCMA!

SOME PROBLEMS IN THE VOLUNTEER EDITOR WAIT LIST PROGRAM

As with every new program, there are always some improvements needed. I am finding that we have somewhat of a problem with the new EDITOR WAIT LIST program, and I need your help if you are interested in joining the RCMA staff as a column editor.

Many of you have written me and listed yourself on the computer file so you may be considered for the position of Column Editor, once the subject of interest is open. In many cases recently, I have written to the applicants for a current opening only to have no response at all. Many of the applicants sent only a hand written postal card to place their names on file, which was fine under the old program. But, I am starting to discover that most of those who sent postal cards are those that don't respond when I write asking for the typed personal history and objectives in the event you are assigned to the editor position. I am getting a response to about one out of ten... so some changes need to be made.

Effective with this issue, I would like very much to hear from everyone out there who wants to be an RCMA Volunteer Editor once again! You will receive priority consideration if you have a typed letter in the Editor Wait List file. Write the letter on the machine you would use to write the column, if appointed. Tell me something about yourself personally, give me your phone number(s), address and so on. List all of the subjects or columns that you feel you are qualified to write, and tell me a little about what you want to do with the subjects. Once you have this letter on file, you will have priority consideration for the opening when the column becomes vacant. I will acknowledge your letter within ten days, and let you know that you are on file.

I realize that this takes a bit more effort, but it also tells me much more about you, your qualifications and objectives - and what kind of typewriter or computer word processor that you have. Your typewriter or computer printer is as important as your qualification, as all copy must be sent, camera ready to Carol Ruth each month, and there is no time for retyping or corrections. Please let me hear from you today! Get your name on file for all positions of interest!

BEGINNER'S CORNER IS BACK

After many months without an Editor for BEGINNER'S CORNER, I am pleased to announce that we have a very qualified member, John Leth-Nissen, KS-036, starting his new assignment with us this month, and with his qualifications, I am certain those of us who are new in the hobby of communications monitoring will find John's column very

interesting reading. We are looking forward to seeing John's efforts in print each month. John seemed to display a keen sense of interest in this subject, and I am sure it will reflect in his columns! This is a subject that has long been overlooked in our publication, and I am very pleased that John accepted the assignment! Nice to have you with us, John!

COMPUTER CORNER RETURNS TO RCMA

Also after many months without an Editor, I am very pleased to announce that John Hodal, IL-335, is joining the staff as the new Editor of COMPUTER CORNER! In this day of the endless computer interface with communications, computers are becoming more and more important to the radio hobbyist. In his application letter, John displayed some very interesting ideas relating to computers and communications. John also has an interest in getting a computer bulletin board (BBS) going, allowing us to exchange data and ideas by computer as well as through the mail and in the NEWSLETTER. I feel John is well qualified for this position, and I am sure all of you computer / radio buffs out there will look forward to John's columns on computers and digital communications! Nice to have you with us John!

1986 SURVEY RESPONSES - ROUND ONE

First, let me thank each and every one of you who responded to the 1986 GENERAL MEMBERSHIP SURVEY. This is your club, and your input is needed, in every respect!

There is no possible way to cover everything from the SURVEY in one edition, so this is the first response to YOUR COMPLAINTS, others will follow in coming months. Of course, it is not going to be possible to list and answer every complaint, but if there were several on the same subject, I will try to list and answer them here:

THE FIVE BIGGEST SURVEY COMPLAINTS:

1. The biggest complaint of all was NO COLUMN THIS MONTH!

I agree with you fully. We have done several things to correct and improve this situation during the past year. First, we have tried to select more qualified, more interested, and more dependable people to fill our Editor openings. Second, we are breaking several of the subjects down into east, west - north, south - and so on. In the event an editor does have a personal problem and has to skip a month, with more editors working, perhaps the volume of missed material won't be as great as it would with just one person writing on a subject. You have already seen BUSINESS split into East and West. SPECIAL EVENTS will probably be done the same way. We will continue to make every effort to see that this situation is improved.

I might add this note again. The EDITOR WAIT LIST is to keep us from going without an Editor for a subject, in the event the current Editor resigns. This is another reason for my constant "advertising" for this program. If you would like to be considered for this program, please get your letter in to me right away!

Remember that all of our staff, everyone, is a club volunteer. You can only make so many demands on volunteers, or you will end up with no volunteers. The best way to see your favorite column in print each month is to support your favorite subject with input and support your favorite editors.

2. The type in the NEWSLETTER is too small and hard to read, and we should print larger and perhaps consider going to a larger format.

I have talked with Carol Ruth about this problem, and she has checked into the possibility of a larger magazine. Carol found that printing and mailing in a larger format at this time is cost prohibitive and not possible under our current budget. Carol does all of the clipping and pasting at present. Editors submit their material in a camera ready condition. We photo and print from what is received, with slight reduction. This is another reason we request editor applications to be written on the typewriter or computer printer to be used in actually writing the column.

Like many of you, I want to see the NEWSLETTER in a larger format and typeset, glossy, with photos. We must have more money to do it (or get someone in the printing business to do it for us at discount rates). To get more money, we must either raise your dues or get more advertising. I don't want to see the dues go up. So, the solution is more advertising. We have done much better in recent months, but we need more. For starters, encourage those that you do business with to advertise with us! Our

rates are very reasonable. Ad rates are available from Carol Ruth. By all means, support those who advertise with us, and mention RCMA!

Until we can enlarge the magazine overall, and have it professionally typeset, I am asking all column editors to use GOOD, HIGH QUALITY, BLACK RIBBONS when writing their columns, and make the print as dark and as readable as possible. We are aware of the problem, and we will continue to work on it! If you, as a member, happen to be in the printing business and have any suggestions or input, please let Carol have your comments or suggestions!

3. There is too little printed about my area! There is too much printed about the little places and nothing on the big cities. There is too much California and Florida and nothing on other states.

These complaints were just a few on this subject. In response, I will have to say that when I was working as Editor of Public Safety Southeast, I found the best way to get something started on an area, city, state or other subject was to print something, anything about it, and soon, the additions, updates and corrections would give even more data on the subject in question.

May I offer these suggestions if this is one of your big complaints... send in something on the subject, and ask the editor to request additional material from other members! Editors can only print what they get, and your input may just bring out lots of interest and input from your area. YOUR input is needed if you want to see MORE printed on your area! By mentioning this complaint, all Editors are aware that it is one of our biggest member mentioned problems.

4. Regarding the RCMA Federal and Sensitive Frequency Policy, I understand it, but I don't fully agree with it. We should print more federal frequencies.

I am glad that most of you stated that you understood the policy of not printing "sensitive" and classified frequencies. I would like to see more federal information printed too, however, with the world situation as it is, we must remember that there is probably someone out there who is reading the information published in the NEWSLETTER for other than hobby reasons. We must act in a responsible manner and print on those frequencies which are non-sensitive and unclassified.

The RCMA policy on this matter has been recently revised, and to clear the air on this subject, let me print it here:

RCMA Policy prohibits the publication of the following: (1) Any officially classified Federal frequency, code or ID list; (2) tones used to access repeater systems; (3) frequencies used in investigative surveillance bugs; (4) and, any other item deemed not in the best interest of RCMA because of local crisis situations or because there is no interest in the material by the general membership. Editors are expected to use good judgement in the selection of their subject material, under these guidelines.

We will continue to review this policy, and every effort will be made to print all legally allowable materials, within the guidelines of the above policy.

5. This complaint was on the same subject, but had two areas of comment and concern. The complaints were (A.) No one to call when there was a problem about the member's subscription, and (B.) When time for membership renewal, to few notices sent out and not repeated if renewal is not submitted.

These two matters are handled by Carol Ruth at the Silverado Business Office address. I know that we are keeping our costs down by not sending out renewal notices month after month when a member does not renew, however, we will look into this part of the problem and see what can be done to perhaps send out at least two renewal notices. At least now we are aware of the problem as a result of the Survey.

In talking with Carol, you will receive a "Next month your renewal is due" bright yellow postal card about seven weeks before your membership expires. The renewal date is also on your address label. Perhaps this will keep everyone updated, and with seven weeks notice, you can renew on time and keep your membership current!

As for telephone numbers for the Business Office, as I have mentioned earlier, the entire RCMA staff is made up of volunteers. With the different time zones and our own personal obligations, phone calls to our home phones can be a problem. There are

almost 2,000 of you, and only a few of us. Perhaps we might consider a phone in the name of RCMA with a recorder doing the answering. This would give those with urgent areas of concern a means to communicate with the Business Office and leave your message. We will give this some consideration and an update will follow shortly.

I want to impress on everyone, the best way to communicate with anyone on the staff is by letter. With our irregular work schedules, telephone calls are the least desirable means of communication. And, to insure a prompt answer, always help us out by enclosing a stamped, self-addressed envelope... please.

Next month we will print additional SURVEY information! We are using Lotus 1-2-3 to help us tally all of your answers, and there are at least three big bags of SURVEY response forms being entered into the computer at this time! Your input and response this year was excellent, and I appreciate the time and effort that you took to complete the forms and answer the questions! This yearly survey effort is helping to make our club bigger and better, and allowing us to know what you want and need from us, the volunteer staff! Thanks for a most successful 1986 SURVEY!

NEW PUBLICATIONS THIS MONTH

GOVERNMENT RADIO SYSTEMS, published by Mobile Radio Systems, Robert Kelty, Editor, was released this month. The fourth edition of the California area book offers the reader a complete reference guide for all Federal, State and Local Government radio systems in California. The Executive agencies appear by department. City and county systems are aligned by channel, and interagency common frequencies are listed by function. The 1987, Fourth Edition volume, a full 256 pages, also covers MedComm in all California counties, details most federal agencies of common interest, and lists new systems that were omitted in the earlier editions. Many systems that are unknown to many radio monitoring hobbyist are covered in detail. The book is available for $20 from Mobile Radio Resources, 2661 Carol Drive, San Jose, CA 95125. Whether you are an advanced radio buff or novice, if you monitor California, this reference guide is a must for the radio shelf! We thank the publisher for a chance to review this new publication, and especially for mentioning RCMA in the book!

THE COMPENDIUM OF AMERICAN RAILROAD FREQUENCIES, Sixth Edition, published by Mark J. Landgraf and Gary L. Sturm, was released this month. The book lists all frequencies used by the railroads, transit systems and commercial transportation rail systems such as Disney World. There are details on each frequency, indicating use, area of coverage and other useful monitoring information. In addition to frequency lists, there are excellent articles and helpful listings on such things as AAR channel numbers and designations, types of railroad radio systems, end of train telemetry (now that the caboose is no longer being used on many trains), and other much needed data to help the novice listen to and understand rail and transit communications. Gary and Mark have done an excellent job with this Sixth Edition! I have long followed Gary's RR frequency column in the advanced RR hobby magazine, Extra 2200 South, and now you can have everything needed for advanced RR / Transit monitoring at your finger tips! The book can be ordered from Compendium of American Railroad Frequencies, 3 Coralberry Circle, Albany, NY 12203 for $9.00 per copy. We thank the publishers for the chance to review their new book, and especially for mentioning RCMA in the publication!

Remember, offer your purchasing support to those books which mention RCMA in their publications, and especially those to advertise with us in the NEWSLETTER!

CLOSING COMMENTS

You will be seeing quite a few new columns and editors joining our publication and our staff in the coming months. All of these changes are a direct result of your input and support in the last RCMA MEMBERSHIP SURVEY. It is hoped that in the coming months you will find your RCMA membership and the NEWSLETTER of more value than ever! If you would like to join the RCMA staff in any position, write to me and tell me about yourself and your objectives! Put your name on the Editor Wait List! Be sure to type your letter on the typewriter or computer word processor that you would use to write "your column" should you be selected for an opening! Thanks to everyone for your input in the last Survey!

No Column This Month. . .

Amateur Radio Communications
Editor: Terry Stader, 8 Christopher Road, Westford, MA 01886
Photo Department
Editor: Hugh Stegman, 4354 Coolidge Ave, Los Angeles, CA 90066

your thoughts

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198, Manhattan Beach, CA 90266-8198

Your Thoughts is the RCMA members' forum on current topics of interest to the scanner hobbyist. If you have an opinion you would like to express, RCMA encourages you to send it in.

Your letter must include your name, address, and RCMA membership number. Due to space limitations, RCMA reserves the right to condense submitted material.

Dear Your Thoughts:

It's been a while since I wrote you, but I have received a copy of H.R. 4952, the "new" Privacy Act to replace the "old" one, H.R.3378. Through the efforts of ANARC, ARRL and others, the original intent of the Act has been changed (a little).

Introduced to protect the cellular phone users (those guys and gals wearing those nice sunglasses and driving those BMWs or whatever), the new law now seeks to protect the remote pickup links and wideotex transmissions from TV broadcasts. I can't see going to jail because I listened to an air traffic reporter or DJ talking back to their station for an "on-air" cue.

Please ask your readers to pick up a copy of the Privacy Act at the library or the Senate Document Room, Washington DC. It will give everyone a good idea what they are up against. Please note that title II of the Act covers the unlawful access to stored communications (data banks, public and private). This is for anyone who uses a computer to alter or destroy data information. The penalty calls for a fine of not more than $250,000 or imprisonment for not more than one year, or both. This, obviously, is aimed at the so-called "hackers."

Dan Ramos, CA-OR-275

Dear Your Thoughts:

As I was putting the final draft together for the Jan. 1987 PS-CA column, I overhead on the "Westlink Report" that President Reagan had signed the "Electronics Communications Privacy Act" into law on Sept. 21, 1986. As can be expected, the New Year may not be as "Happy" as it could be. I do get some satisfaction that at least I may have played some small part [with cards and letters & good old-fashioned moral support] in trying to defeat this Act. I also feel great pride in knowing that countless others contributed their part against this Act. It's comforting to know that the process of appeal can still work for us.

I was always taught to try to look for the humor during the darkest times. And I think I found it while looking through the morning paper. On page 4 of the San Gabriel Valley Tribune, Monday 11-03, I noticed a last minute paid-political ad for US Congressman Carlos Moorhead for seeking re-election to office. As many as us may recall in early 1985, KNX-AM presented a series of reports on the so-called "privacy" of cellular telephones, and how scanners can invade this privacy [I recall "industrial sabotage" was one of the more colourful descriptions used]. Congressman Moorhead stated during these reports that he would sponsor legislation to prohibit such reception [remember HR-3378?]. At the end of this ad was this line: "...[Moorhead] supports...reducing government interference in the lives of citizens..." Ironic, isn't it?

Originally, I was going to use this comment at the end of the PS-CA column. However, the lessons of editorial censorship continued to plague my thoughts. I didn't think my personal comment should be in the column, so here it is.

Again, I would like to thank all those out there in RCMAland who, no matter how little, contributed against the Act. Despite my somewhat cynical nature, I'm still optimistic of "repeal."

Daniel Figueroa, CA-LA-359

Dear Your Thoughts:

I have become an involved scanner monitorer. By the word "involved," I do not mean an active listener, although by all means I am. What I mean by this word is that I have become involved in trying to keep our rights to monitor the airwaves. It seems that bills are being drawn up to make criminals out of scanner users like all you RCMA members out there and I. And it also seems that not many scanner owners are speaking out to try and halt this ridiculous legislation. Well, listen up all of you "non-contributory" RCMA scanner owners, it is time to quit being silent and start writing letters and making phone calls to your Senators, Congressmen and the like. With bills such as H.R.4952 and S.2575, our hobby just may become a crime!!

I used to be a non-contributory member also until I realized that something very serious was going on in Senate Committees and the House of Representatives when I saw the article in the August 1986 RCMA newsletter that told about the now famous H.R.4952. I was also sent a letter from Robert Horvitz of ANARC who was calling for help in trying to stop the bill S.2575 from becoming a law. All of the sudden the adrenalin started flowing and my brain started storming. I wrote several letters to Congressmen in Washington and I made several phone calls to Senators representing the various states. I explained to them that the radio provisions of the bills were ridiculous and incorrectly written and that I supported ANARC's position.

If all of my efforts were in vain, so be it. I gave it my best shot in trying to save my very interesting hobby and God given right to monitor the airwaves and try to be informed as much as I can. And all you non-contributory members out there who stay silent, let my enthusiasm be a lesson to you. Get off your duffs and speak up when duty calls. Do not let these ignorant lawmakers take away our inalienable rights. When you see something in the RCMA newsletter calling for help, write letters to your lawmakers. Or if you receive letters from other concerned radio monitors, call your Senators. David Abbou did and forever will continue to do so when duty calls. If you stay silent, so may too our hobby...

Unity or Stamp Collecting,

David Abbou, VA-094

Dear Your Thoughts:

On a recent trip North, I detoured slightly, stopping at Grove Enterprises in Brasstown, North Carolina. Brasstown is very small, if you blink your eyes, you are through Brasstown. I stooped at a gas station and general store combined, but the clerk had not heard of Grove Enterprises (I found out at Grove Enterprises these were new owners of the store). I asked where the Post Office was located. He gave me directions to the Post Office. At the Post Office they would not tell me where Grove Enterprises was located, as all I had was the P.O. Box number. I asked the man if he would call them and explain that I wanted to trade in a scanner. He made the call and they said "send me up." He told me how to get there, go two streets, turn right, and look for the mail box. That was easy, I found the mail box O.K. I took my scanner inside and was met by Bob's wife, Judy. Bob was on the phone. She was very courteous, as were the other two or three girls on the staff. When Bob finished his phone conversation, I told him I wanted to trade in my Bearcat 250. We went upstairs and he showed me some of his equipment. I made the trade for a Bearcat 800XLT. Bob was very helpful. I enjoyed doing business with him. If anyone else goes to Grove Enterprises, I am sure that they, too, will be treated real nice.

Albert Smith, FL-011

AIRCRAFT

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1913F Oak Creek Lane, Bedford, TX 76022

Two events occurred recently that may be of interest to aircraft monitors.

Flight of the Voyager.

Gary, CAOR-287 wrote to report he heard the "Voyager" on the last leg of its journey while it was off Cabo San Lucas. The Experimental Aircraft was communicating with Vandenburg AFB on 5469Khz then later on 3004Khz. Vandenburg used the call sign "Abnormal" and relayed information to the "Control" point at Edwards AFB.

The Voyager flight in my opinion is an achievement that must be ranked with Lindberg's historic crossing of the Atlantic. Can you imagine what it must be like to point your flying machine west to the Pacific knowing that nothing but ocean lay ahead for thousands of miles? As a pilot used to flying over land, the moment my aircraft headed over water the engine went on automatic rough and continued that way until we were back over solid ground.

Most of us can relate to confinement in the cab of a pickup truck for a few days, perhaps even with some rough roads to simulate turbulence. But I don't think we can relate to the mental fatigue that must have weighed on both pilots during their odyssey. Having spent twelve hours in a small aircraft which included three fuel stops was an experience that I shall never forget. How Dick Rutan and his pretty copilot Yeager stood nine days I will never understand.

Fuel gages in small aircraft are notoriously inaccurate, and this seemed to be true in the Voyager. As the aircraft overflew the Philippines and entered the Indian Ocean the fuel burn seemed to indicate landing short of their departure point. Calculations somewhat later over Africa gave a more promising result - completion of the flight with large fuel reserves. Yet after touchdown at Edwards AFB, when the remaining fuel was measured it was found the Voyager had less than 30 minutes and not all of that was readily accessible. One more circle of the base and they may have landed with the engines shutdown. As the saying goes "All's well that ends well" and it most certainly did on the flight of the Voyager.

Marine F-4 strikes TV antenna

On the Saturday preceeding Super Bowl Sunday, a flight of two Marine Reserve F-4s were returning to Dallas Naval Air Station when one of them struck a TV tower located about 10 miles south. The tower extends to a little more than 1500 feet above ground level. At the time of the accident the tops of the tower was just into the base of the overcast, and the F-4s were making an instrument approach. At the point where they pass the tower they should have been about 600 feet above the obstruction. Yet one struck the tower and the other barely missed it. The crew of two parachuted to safety. The aircraft was demolished.

The tower is part of the Cedar Hill antenna farm which contains two other antennas of the same height. A workman atop one of the other towers saw the F-4 strike the antenna just as it broke clear of the clouds. One of the guy wires was severed but the tower remained erect. Engineering evaluations of the structure were less than promising revealing that temporary repairs must be made immediately or the structure would collapse in the first strong wind. But who would be willing to climb a 1500 foot tower to make repairs knowing the structure might tumble to earth at any moment? Well someone did, because the tower seems secure and has since withstood some high winds. As luck would have of all three local affiliates of the major TV networks have their transmitting antennas atop this particular tower.

By the time this accident is investigated, reviewed and made public it will no longer be of news value so I presume we have heard the last of it. Yet for me the question will remain - what really happened?

War Stories

Some twenty five years ago I was on duty at Lemoore NAS at 3AM when we received notice from Oakland Center that three F-4s were inbound Bingo from their carrier. The F-4s had been practicing night carrier landings and had failed to get aboard before their fuel reached a point where they must divert to shore. These calculations are timed so closely that very little fuel remains when the flight reaches their shore base. This was also the case of the F-4s headed for Lemoore NAS that early morning.

Fortunately the weather was reasonably good so this presented no problem, and the first aircraft landed without incident. The second F-4 blew a tire but taxiied clear of the runway knowing the aircraft following was nearly on fumes. The last aircraft landed "Gear Up".

The last F-4 was flown by the flight leader and he was so concerned with fuel that when he received the "Gear Down" reminder on GCA approach he elected to keep the gear up because of the additional drag the gear would add. A second "Gear Down" check was ignored for the same reason. Only when the tail section began to scrape the runway did the pilot awaken to the fact the gear was still up. Without fuel enough to go around, the pilot simply dropped the gear lever and the doors opened before the aircraft settled to the runway resulting in minimal damage to the aircraft.

Shortly after the incident I talked to the pilot briefly and he was so happy to be on the ground it was hard for him to conceal his excitement. He also admitted that he had planned to hold the gear up until the last possible moment to keep the aircraft as clean as possible. Then when he heard the elevators scrape the runway he realized he had forgotten it.

Sometime later after he had time to calm down and reflect on what had happened he decided that the reason he hadn't extended the gear was because the GCA controller had failed to remind him. Not a good excuse, because the aircraft had hardly slid to a stop before the Navy Controller was replaying the tape to make sure he had issued these reminders at the proper time. It goes without saying that the Gear Down reminders were on the tape loud and clear.

Since he could see he would have trouble selling this story, our flight leader decided somewhat later in the morning that his landing gear had collapsed when he touched down. Although I never learned the final outcome of the accident report, I have some doubts our aviator was able to sell this story to the review board.

On to the mailbag.

Gary CAOR-287, our member who was fortunate to monitor the Voyager, also asks about the program used to receiver ACARS. Gary suggested we include data format, baud rate, etc that would allow other readers to plug into the ACARS system. And I would if I could. Our expert in this is William Tobin, NM-015, and I'm going to include Bill's address so that those of you who may be interested may contact him directly. Bill has been helpful to our members in the past and here is his address: Wm Tobin, 5600 Gibson SE, Apt 414J, Albuquerque, N.M. 87108.

Gary also asks if anyone has the frequencies of the "Fuji" or the new "Slice" blimps. Hope any of our readers who may be privy to this information will share it with us. I'm sure these blimps like other aircraft have 720 channel radios, but use a discrete frequency for their company operations.

Gary includes several other items of information in his letter. Radio station KNX (1070khz) in Los Angeles uses 455.95mhz for their freeway traffic reports via the aircraft observer. He also mentions that the emergency equipment at El Toro MCAS uses 140.625 (chnl 1) and 140.1 (chl 2) for their on base response.

Carl Gerosa III, NY-117, provides us with an extensive listing for the New York area. Carl says he is fairly new to aircraft monitoring but gets good results on his Regency MX-7000 and HX-1200.

Curtis Harbin, TN-033, provides us with frequencies from a part of the country we haven't heard from. Curtis is a technician for a Motorola shop and monitors the aircraft band on his new Pro-2021. We would like to encourage others of you from areas that have been unreported to take the time to drop us a few active frequencies from your hometown.

Dennis Biagioli, our Military Editor, reports that his ICOM R-7000 has been repaired and returned from the shop. Dennis bought the matching antenna and says the results are superb. With the new antenna he is able to get a good copy on the Chicago Meigs ATIS which is at least 19 miles in a direct line. Buying the ICOM antenna seems almost to be as much of a problem as buying the receiver. Grove Enterprises tells me it will be at least a month before they can deliver one. Dennis has only whetted my appetite all the more.

Howard Richman, NY-163, writes for ARINC frequencies for the New York area and the mailing address of the company. It was easy to give him the radio frequencies but I can't help with the address. If any of you know it, please pass it along.

Here are the frequencies provided by Curtis Harbin TN-033, for Tri-Cities Airport. The airport is located in Blountville, Tn and serves Johnson City, Kingsport and Bristol.

Tri-Cities Regional Airport		Atlanta Center Remote Frequencies
118.25	ATIS	135.025
118.4	Radar Apch East	120.275
125.6	Radar Apch West	133.825
119.5	Tower	
121.5	Emergency	
121.7	Ground	
125.5	Approach	

122.2 Knoxville Flight Service

The following frequencies were provided by Carl Gerosa NY-117. Carl has listed these channels by ascending frequency and we will use the same format.

113.1	(VOR) Departure ATIS	126.8	New York Approach
118.1	Morristown Tower	127.05	LaGuardia ATIS
119.7	White Plains Tower	127.3	New York Approach
119.8	New York Center	127.4	New York Approach
119.95	La Guardia Tower	127.45	New York Center
120.05	New York Approach	127.85	New York Center
120.4	New York Departure	128.55	New York Approach
120.55	TCA Departure	129.85	UAL Kennedy Maintenance
120.8	TCA Arrival	130.9	Eastern Airlines
120.9	Sikorsky (Bridgeport) Tower	130.95	Command Airlines
		132.2	New York Center
121.3	Nassau County PD 3 Bethpage	132.3	Boston Center
		132.7	LaGuardia
121.7	LaGuardia Ground	133.05	New York Center
121.85	LaGuardia Ground	133.15	New York Center
121.9	JFK Ground	133.2	New York Center Douglaston Remote
122.0	Bridgeport Flight Watch		
122.65	Teterboro FSS	133.3	Boston Center
122.8	Ramapo Valley CTAF	133.35	New York Center
122.95	Unicom and used by NYC Police Aviation	133.425	Boston Center
		133.5	New York Center
123.1	NYC Police Aviation Base	133.8	Westchester ATIS
		134.0	Boston Center
123.7	NY ADC	134.2	Washington Center
125.25	JFK Helicopters	134.45	New York Center
125.7	New York Approach	134.65	New York Center
126.05	New York TCA and LaGuardia Metro	135.2	LaGuardia Clearance Del.
		135.35	New York Departure
126.4	NY Apch for Westchester area	135.9	New York Departure

Here are frequencies provided by Major Willard Hardman, DC-011. We have included these before but they have been omitted because our column is too long. Let's hope they make the April '87 issue.

AVIATION FREQUENCIES
ALABAMA

HOUSTON AIR ROUTE TRAFFIC CONTROL CENTER

Mobile.....128.75 Low Alt

MOBILE

Bates Field
(Municipal Airport)
Air Traffic Control
Tower.....118.3
Approach/Departure.....118.5
Ground Control.....121.9

Aircraft Operations
American.....129.2
Eastern.....130.7

Brookley Field
(Business/General Aviation)
Air Traffic Control
Tower.....119.6

GEORGIA

ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER

Atlanta.....132.625 High Alt

ATLANTA

Atlanta Radio
(Operated by Eastern)
.....130.45
.....130.9
.....131.0
.....131.25

Hartsfield International Airport
Aircraft Operations
Delta.....129.5
Eastern.....131.0
Presidential (Wash. Eagle).....

MARYLAND

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Clinton.....Sect 4 (BAL).....132.025 High Alt
Clinton.....135.525 High Alt
Clinton.....Sect 16.....135.0 Low Alt
Cumberland.....134.15 Low Alt
Hagerstown.....Sect 7A.....134.5 Low Alt
Westminster.....Sect 7.....118.75 Low Alt

WASHINGTON FLIGHT SERVICE STATION

Salisbury.....123.6

BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT
Anne Arundel County

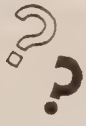
[state owned]

Air Traffic Control

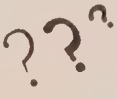
Clearance Delivery	118.05
Tower	119.4
Approach/Departure	119.7
Approach/Departure	120.65
Approach/Departure	124.55
Approach/Departure	125.3
Approach/Departure	126.75
Approach/Departure	119.0
Approach/Departure	133.0
ATIS	127.8

Aircraft Operations

American	129.225
American Eagle	129.225
Continental	129.925
DHL Express Company	131.625
Flying Tiger	131.825
Henson	131.8
People Express	130.525
Piedmont	129.8
Pocono	130.5
TWA	130.3
TWA	130.325
US Air	130.5
World Airways	131.525



BEGINNER'S CORNER



If you are new to monitoring or have a question about something you don't understand, please write to me at the address given below, and I'll try to answer you. When posible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

John P. Leth-Nissen, Rt. 1, Box 101, Benton, KS 67017

Did you ever wonder, is RCMA really receptive to member input? My name is John, and I recently sent a letter inquiring as to what had happened to the Beginners Corner column. I pointed out that in 1986 alone, 385 new members had joined. Thinking out loud, it seemed that in spite of all the improvements and new columns, a beginners forum was still a useful idea. Having taken up the hobby about two years ago, I readily remember the overwhelming number of questions answered or prompted by each copy of the newsletter. I received a written response within one week and as you can see **Beginners Corner is back!**

By way of introduction, I traded metropolitan California for rural Kansas a couple of years ago. I had worked for a number of years in Silicon Valley on the design, implementation and production of microprocessor controlled automation systems and wanted a more pastoral environment in which to raise a family. I am currently back in school continuing my electronics engineering studies and giving serious consideration to obtaining a ham license . Living about fifteen miles from Wichita, I eventually hope to establish a consulting practice centered on avionic applications. Monitoring seemed like a comfortable way to ease into an understanding of communications systems and explore the new neighborhood. It has done both and proved itself to be a fun hobby with some very practical aspects.

WHAT ABOUT THE COLUMN? Beginners Corner welcomes all manners of

questions, suggestions and comments. It will take its direction and evolve from member interest and input! There are two immediate considerations require discussion:

1. Responding to questions in any magazine format poses what would technically be referred to as a 'propagation delay' problem. That is to say that member input to editors must first find room in a column which will finally get into print several months after it is submitted. Who wants to wait months for the answer to a question?

2. For a variety of reasons, some number of inputs will not be answerable in the column. Similar inquiries that have been recently answered and item specific requests that do not meet the test for general interest are but two examples. Who wants to read the same material every few months or find answers that should have been in another area of the newsletter?

In view of these problems, I would request that all inquiries be accompanied by a self-stamped, self-addressed envelope. This will make it economically possible to provide a timely direct response to all manners of questions and suggestions. As I will be using a personal computer (PC) to generate replies, you may find a verbatim copy of the response several months after your immediate curiosity has been satisfied. The PC also makes it easier to generate articles by combining responses to a number of related inquiries. Inputs that are in the province of another column's expertise will be forwarded to the appropriate editor with your SASE.

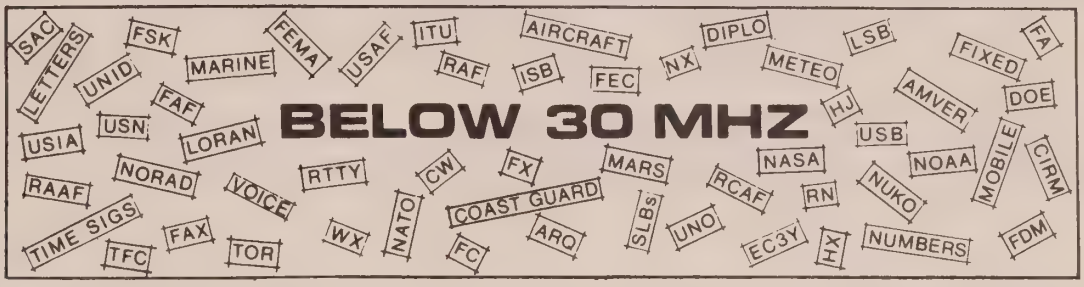
WHAT ABOUT RCMA? From my perspective, the nine goals stated on the back of each newsletter deserve periodic review and might best be placed on the front cover. The last item on the list is the publication of a regular newsletter. While the newsletter is certainly of great interest, there are eight other goals which greatly expand and enhance the value of membership. In my first few months, I was content to treat RCMA like most other subscriptions and with little effort was treated to a lot of information. After considering some of the other goals, I eventually invested a few stamps and discovered that correspondence with other members compounded not only the level of information, but enjoyment as well. I highly recommend this correspondence approach as I have found direct communication with other members to be a very rewarding experience. Old timers, newcomers and even editors comprise a vast library of expertise and common interest. Check it out!

WHAT ABOUT THIS MONTH? Having dispensed with the handshake and cast of credits, I will await your questions and suggestions on the future directions for this column. While awaiting your input, the next few issues will be used to cover some topics of general interest with the idea of getting things rolling and perhaps provoking a few questions.

For the balance of this column I will share an incident I monitored on Kansas Sheriff lowband a few months back. While there is always an earful of radio traffic available from Wichita, S.O. mobile channels can be truly rich. Just picture two old boys gabbing about the chewing out they'd received from their watch commander. From their conversation it was apparent that certain higher-ups had expressed displeasure because no citations had been issued for burned out headlights during the last few months. It was obvious that the officers had been made to see the error in their ways as they expressed great ambition and zeal to remedy this oversight. A number of silent minutes passed before the channel lit up again. The first officer speaking to the second..."You're not going to believe what happened on my first one-eye stop...I pulled this Mustang over and asked the gal if she knew that her car had a burned out headlight...She told me she was aware of it and asked me if I knew my car had one as well....I'll be d....d if she wasn't right..." The second officer responding while unsuccessfully suppressing his amusement..."Well, did you write her a ticket or

not?..." First officer... "You've got to be kidding. No....I just thanked her and drove off....How could I?..." Second officer ... "Well...you could have written yourself one at the same time you know." The next traffic monitored was the first officer on the dispatch channel going 10-7 (Out of service) at a local filling station. He neglected to mention the headlight.

As mentioned previously, the hobby offers a number of fun as well as practical features. Its fun to hear the more human side of public safety radio and you can bet I checked my headlights as well. Let's hear from you and find out what can be done to make this column informative and enjoyable. John, KS36



This column is for HF AM, CW, SSB,RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations—essentially everything except broadcasting, CB and amateur radio. Send reports to:

Geoff Halligey, 85 Southwood Road, Cottingham, England, HU16 5AJ

VOYAGER I

Some calls to and from the non-stop round the world Voyager I aircraft were logged by Bob (IL-267). Many of us listened ineffectively, but Bob chose some NASA and commercial aircraft manufacturers' frequencies and was duly rewarded.

Here are the relevant extracts from Bob's log, in date order, all USB:

18 December			
8822.0	AFE83	NASA, Ascension Is, clg Voyager I	0200
10045.0		NASA, 'Nav Comm' (?), wkg Voyager I	0436
		Cape Radio, testing, related to Voyager I	1443
	AGD25	'Abnormal 20', Wheeling AFB, HI, wkg 'Nav Comm' ground station, related to Voyager I	1448
13312.0		'Cape Radio', Cape Canaveral (NASA) called Voyager I, ch. 6, no reply hrd	1835
19 December			
8822.0		Vandenberg AFB, CA, patched Voyager I to 'Mission Control', Mohave, CA, who warned Voyager I several times to avoid crossing the borders of Sudan or Uganda. Mission Control told Voyager I to use Milsat on 261.475 MHz for direct comms.	0020
6500.0		'Cape Radio', Cape Canaveral, FL, clg Voyager I, no reply hrd	0332
21 December			
6640.0	WWA3	San Juan, PR, wkg Voyager I with phone patch to King Radio regarding an Omega navigation problem (ARINC freq).	0539

MIAMI AND NEW YORK WX BROADCASTS

It was reported in a recent issue of 'Pop. Comms.' that the long established RTTY weather broadcasters Miami, WBR7Ø and New York, WSY7Ø had ceased operations as the result of a government economy exercise.

However, since early 1986 reports have been received of a new Miami station, WBR5, operating on the same frequencies and modes of WBR7Ø.

Miami WBR5 has been logged on the following frequencies:

4061.5	425/75bds	and 850/75
8130.0	425/75	
8140.0	170/75	and 850/75
10950.0	850/75	
13624.0	170/75	
14853.0	850/75	

Any inside information on these changes would be welcome; has WSY7Ø a replacement and does KVM7Ø still continue ?

MARINE COAST STATIONS

Wellington-Himatangi, New Zealand, has shut down its wx broadcasts on CW completely. Frequencies affected are:

5915 ZLZ2Ø	14850 ZLX37
7600 ZLZ22	19488 ZLX31
11130 ZLX22	

Auckland, New Zealand, however, has opened up with the call ZKLF on all frequencies for wx broadcasts, A2A (MCW) mode. Broadcasts are made at 0500, 0520, 0845, 0920, 1800 and 2120 on the following freqs.:

5806.6	13550.1
9458.6	16221.6

Sydney, Australia has discontinued its CW freqs. VIS35 on 8454 and VIS49 on 12979.5

Doha, Quatar, A7D has also made some changes to its CW channels:
8454 and 8473 are merged into 8473.3
12966 has changed to 12966.3

FAX

The USN FAX station at Rota, Spain has introduced, or reactivated, the following additional frequencies:

5785	8506	8639.5

TIME SIGNALS

Lyndhurst, Victoria, Australia is closing down its Time Signal service in October, 1987. Frequencies affected are 4500, 7500 and 12000 kHz.

NPO, the Philippines USN station,closed its Time Signal service a while ago, which is the reason for its non-appearance in this column's list last month.

The BBC has reminded its overseas listeners that time signals received by satellite are unusable if high accuracy is required, since they are more than somewhat delayed in their passage out and back !

THE SPY

Continues daily. On 31st December came the usual New Year's greetings in fractured English at the usual time of 0845 UTC:

11510	LYZ	'For new year 87 only happy 73/88'
11127	ZLP	'OK tks OM = happy new year OM and op all 73/88'

Otherwise it's the usual daily exchange of QRUs.

THIS MONTH'S LOG

These loggings are contributed mainly by Bob, plus a few heard here in Cottingham (C), covering Dec '86 to Jan '87. Bob uses a Drake R7 and an ICOM R71A with 135 ft centre fed zepp and 100 ft random antennas.

Military

4607.0	CW	51DEL	Spanish Navy, clg 57YBP	0156

BELOW 30 MHz continued

5684.0	USB	...	'Halifax Military', wkg a/c, RCAF	0402	
6743.0	USB	DHJ78	Frankfurt/Main, GAF	1112	(C)
11243.1	USB	...	'Aggregate' wkg US a/c - 'unable to assist you at this time'. SAC freq.	1414	(C)
11468.0	CW	RIW	Khiva Naval, USSR, wkg ships	1216	(C)
14446.0	CW	CMU967	Santiago Naval, Cuba, Soviet Navy, QSY'd fm 14968 kHz	1655	
14722.5	CW	CTP	Oeiras Naval, Portugal	1723	
18664.0	CW	RIW	Khiva Naval, USSR, wkg ships	1150	(C)

Embassy

6924.0	CW	KKN39	Washington, DC, State Dept., wkg KKN50. QSYd to 7722 kHz RTTY	0205	
7722.0	CW/RTTY	KKN39	Washington, DC, State Dept	0205	
18614.5	CW	CLP1	Havana, Cuba, MFA	1803	
18620.0	CW	CLP8	Conakry, Guinea, Cuban Embassy	1810	

Civil Air Patrol Nets, USA

4507.5	USB	...	'Blackfoot'	0308	
4627.0	USB	KAF357	'Pike's Peak', SW Region net	0313	
	USB	KKI719	'Dogwood', SW Region net	0313	
	USB	KKI724	'Eagles Nest', SW Region net	0313	

Numbers

6802.0	AM	...	Spanish	0210	
11450.0	USB	...	German	1121	(C)

Miscellaneous

3379.7	CW	WGY912	Mt. Weather, Berryville, VA, encrypted slow morse	0208	
4589.3	CW	N	Channel Marker	0149	
11535.0	CW	SPH	Warsaw, Poland, Polish nx and blind tfc b'cast (not Suns)	1400	(C)
13304.0	USB	...	unid LDOC wkg a/c - El Al ?	0900	(C)
14777.5	USB	FTO77	Paris, France, PTT voice mirror	1617	
17409.8	CW	CLN573	unid clg UJY2	1708	
	CW	UJY2	Kaliningrad Radio, USSR	1708	

This marine band ends at 17410.0, how much closer can you get ??

That's it for now; best wishes to all,

Geoff

BUSINESS, ETC.

This column is for reporting frequency and radio system information for the following services: business, forest products, petroleum industry, special industrial, manufacturers, motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.) and all school & college related frequencies.

Send business monitoring information <u>west of the Mississippi</u> to:
Cliff Polkinghorn, 2580 Parkside Drive, Union City, CA 94587

WELCOME TO BUSINESS WEST APR.__ 1987----
NEW ADDRESS FOR BUSINESS WEST
2580 PARKSIDE DRIVE, UNION CITY, CALIF. 94587
DUE TO LACK OF CONTRIBUTIONS FROM THE MEMBERSHIP, I AM
FORCED TO KEEP PRINTING THIS CALIF. STUFF. THE MESSAGE IS
CLEAR. I HOPE TO HERE FROM YOU SOON.

461.025	WXX272	AMERICAN TOWING	CONCORD
461.075	KDO401	SUNNYVALE AUTO BODY	SUNNYVALE
461.200	WAL321	ENGUS MOTO SERVICE	SAN LEANDRO

461.225	KNAW585	WALTS MISSION PASS SHELL	FREMONT
461.250	KNBV550	BAY AREA DIESEL/TRUCK	SAN FRANCISCO
461.275	KCA402	ROBERTSVILLE TOWING	SAN JOSE
461.300	KNAQ544	LAFAYETTE TOW	LAFAYETTE
461.325	KNBJ467	CONTINENTAL TOWING	CONCORD
461.375	KLT719	VALLEY TOWING	SAN RAFAEL
33.08	KDZ385	MERCY PENNINSULA AMB	COLMA
47.46	KNCU525	CADILLAC AMB SVC	FREMONT
47.50	--------	REGIONAL AMB. SVC.	FREMONT
47.54	KNCP305	SUMMIT AMB. (SUPV.)	BELMONT
47.66	KET231	AAA AMB. CO.	SAN FRANCISCO
151.655	WXT262	SETON MEDICAL CENTER	DALY CITY
155.175	WZN277	SUMMIT AMB. SVC.	BELMONT
157.740	KBL447	WASHINGTON HOSPITAL	FREMONT
483.8625	KCR902	AMBU-TRANS INC.	SAN FRANCISCO
151.715	WSR927	FISHERMANS WHARF	SAN FRANCISCO
151.745	KXI274	BAY FAIR MALL	SAN LEANDRO
464.975	-------	BAY FAIR MALL	SAN LEANDRO
464.600	KLM214	A.D.T. ALARMS	SAN FRANCISCO
464.750	KWO217	LOOMIS CORP.	SAN FRANCISCO
465.000	WYM238	BARRETT MOTOR HOTEL	SAN FRANCISCO

THE FOLLOWING LIST COMES FROM "GOVERNMENT RADIO SYSTEMS"
THIRD EDITION-- (THIS EDITION IS OUT OF PRINT, BUT THE
FOURTH EDITION IS AVAILABLE FROM MOBILE RADIO RESOURCES
2661 CAROL DR.
SAN JOSE, CALIF. 95125)

155.160	BARTON HOSPITAL SO. LAKE TAHOE
155.100	EL DORADO HILLS WATER DISTRICT
154.515	HIGH SIERRA PATROL SO. LAKE TAHOE
461.550	POLLACK PINES UNIFIED SCHOOLS DIST
464.850	HEAVENLY VALLEY
151.715	HEAVENLY VALLEY
151.925	SIERRA SKI RANCH
508.1575	CALIF INSTITUTE OF TECHNOLOGY LOS ANGELES
508.2125	CALIF INSTITUTE OF TECHNOLOGY PASADENA
35.02	LOS ANGELES COLLEGE
464.3375	LOS ANGELES COLLEGE
154.040	POTTER VALLEY IRRIGATION DIST. (MENDOCINO CO)
47.92	MERCED IRRIGATION DISTRICT

NOTE: I STRONGLY RECOMMEND G.R.S. #4 FOR ANYBODY THAT WANTS
THE BEST FREQUENCY DIRECTORY FOR CALIF.--CHECK IT OUT !!

OOPS---SPOKE TOO SOON. HERE IS A LIST FROM RANDY IA-042
CEDAR RAPIDS AREA BUSINESS
THANKS RANDY

35.10	35.10	KNCN587	BM	KAYLYNN SERVICES
35.12	35.12	KAM312	BM	COONROD WRECKER
35.94	35.94		BM	DX SERVICE STATION
37.54	35.54		BM	IOWA ELECTRIC LIGHT/PWR
43.08	43.08		BM	C.R. ASPHALT & PAVING
47.50	47.50		BM	LINN ANIMAL HOSPITAL
47.62	47.62	WQD422	BM	GRANTWOOD EDUCATION AGCY
48.26	48.26		BM	IOWA-ILLINOIS GAS
151.835	153.305	KJC456	BM	PAULSON ELECTRIC
151.985	155.985	KAV565	BM	NORTHWESTERN BELL PHONE
152.330		KAR341	BM	ACE CAR
152.360	157.620		BM	CENTURY CAB
153.445	153.445		BM	IOWA ELECTRIC LIGHT/PWR
154.540	154.540	KRY537	BM	JUSTICE ELECTRIC
155.280	155.280	KRV289	BM	DR. PODUSKA, DVM
	158.460		PA	TARGET STORES PAGING
451.125	456.125		RP	IOWA ELCTRICT LIGHT/PWR
452.300	457.300		BM	CORALVILLE CAB CO.
452.400	457.400		BM	YELLOW CAB CO.
461.200	466.200		PA	MERCHANTS NATIONAL BANK
461.225	466.225	KCO528	RP	ST. LUKES HOSP SECURITY
461.400	466.400		RP	WATHAM FLYING SERVICE

BUSINESS, ETC. continued

461.425	466.425		RP	COE COLLEGE SECURITY
461.600	466.600	KNCX974	RP	MERCY HOSP SECURITY (C.R)
461.725	466.725	KYI622	RP	FEDERAL EXPRESS
461.725	466.725	KYI736	RP	ST. LUKES HOSP MAINT
461.925	466.925		RP	HAWKEYE ELECTRIC
461.975	466.975		RP	NIGHTHAWK SECURITY CO.
462.000	467.000		RP	NIGHTHAWK SECURITY CO.
462.150	467.150		RP	A.A.A.
462.200	467.200	KVH876	RP	FMC SECURITY
462.225	467.225	KVH876	RP	FMC DISPATCH
462.250	467.250	KXF879	RP	ROCKWELL-COLLINS DISPATCH
462.275	467.275	KKR949	RP	GENERAL MILLS
462.300	467.300	WXZ668	RP	ROCKWELL-COLLINS SECURITY
462.325	467.325		RP	PENICK & FORD
462.400	467.400	KLN400	PA	ROCKWELL-COLLINS PAGING
462.450	467.450	WYE680	PA	QUADCOMM SVC INC PAGING
462.500	467.500	WYE680	RP	QUADCOMM SVC INC
463.200	468.200	KVH876	RP	FMC
463.225	468.225		RP	KIRKWOOD COMM COLLEGE SEC
463.550	468.550	KOY453	RP	MIDLAND SECURITY CO.
463.700	468.700		RP	OSCARS RESTAURANT DELIV.
463.800	468.800	WRY618	RP	IOWA CITY CABLE CO.
463.975	468.975	WRP636	RP	STOUFFERS HOTEL MAINT
464.900	469.000		RP	CEDAR RAPIDS CABLE CO.
464.200	469.200		RP	CEDAR RAPIDS CABLE CO.
464.350	469.350		RP	H & J AIR CONDITIONING
464.625	469.625	KNAC203	RP	CAMBRIDGE TOWNHOUSES
464.675	469.675		RP	TOWN & COUNTRY

Send business monitoring information east of the Mississippi to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60016

AGENCY	FREQUENCY	CITY	CALL LETTERS	
Edmonds-Rigdon Broadcasting	161.640	Demopolis	?	*
Edmonds-Rigdon Broadcasting	463.325	Demopolis	?	*
Edward Jr, Max	31.000	Butler	KTP294	
Emerald Loggers Radio	158.415	Gilbertown	KXJ540	
Essex 1982-1 Operations	151.655	Jackson	KVJ351	
Farm Fresh Catfish	461.375	Greensboro	WSA458	
Farm Power Inc	461.125	Uniontown	KNBC730	
Farmers Mutual Exchange	151.835	Browns	KNFC653	
Farmers Mutual Exchange	151.835	Camden	KNHJ291	
Farmers Mutual Exchange	461.475	Darlington	WSJ781	
Fendley, W E	463.925	Thomasville	KLK766	
Firestone Wholesales	48.780	Thomaston	KNHC443	
Firestone Wholesales	49.120	Thomaston	KNHC443	
Firestone Wholesales	49.280	Thomaston	KNHC443	
Flemming, Andrew David	461.825	Geiger	WZB825	
Flowers Plumbing Co	151.745	Selma	KIW681	
Ford, Lewis S	31.240	Sweet Water	KTV372	
Fountain Lowery Enterprise	42.960	Demopolis	WYS964	*
Frank & Smith Timber	48.600	Darlington	WZW662	
Frank & Smith Timber	49.160	Darlington	WZW662	
Fraser, William Glen	152.975	West Greene	KNBB675	
Frasier Deason Inc	152.360	Selma	KRH321	
Freeman, Raymond	151.775	Centerville	KNGL466	
Freeman, Roy	151.745	Centerville	KNHT205	
Fruge Suburban Gas Co	35.840	Livingston	KKY640	
Fruge Suburban Gas Co	35.840	York	KDS715	
G & H Ready Mixed Co	152.870	Jackson	KNIH736	
G & H Ready Mixed Co	152.870	Thomasville	KNIH736	
G & S Materials Inc	463.650	Panola	WZH441	
G T E Sprint Communications	462.475	Gainestown	KNFZ497	
Gaston Land Clearing	451.550	Camden	WQC218	
Gator Wood Inc	48.820	Jackson	KYQ709	
Gene Norris Farms	151.550	Selma	KNBR518	
George C Wallace College	154.540	Selma	KCV778	
Gerald Smith Construction	43.360	Nicholsville	KDF460	
Gilbertown Auto Parts	151.865	Gilbertown	WSE485	
Givhan Land & Cattle	461.650	Uniontown	KKT541	

Givhan Land & Cattle	466.650	Safford	KKT541	
Grantell Broadcasting	161.670	York	KSR767	
Great American Homes	151.805	Camden	WQF291	
Greene-Hale County	153.500	Moundville	KFV605	
Greenmont Liquid Gas	153.020	Flatwood	KQU890	
Griffin Wood Inc	48.560	Marion	KUR981	
Grimes, John J	151.805	Selma	WYA741	
Grissom Farms	152.930	Boyd	WSR572	
Grove Hill Telecable	157.680	Grove Hill	WQH902	
Gulf States Paper	153.140	Eutaw	KGS795	*
Gulf States Paper	153.140	Thomaston	KGS794	*
Gulf States Paper	153.170	Demopolis	KBC985	*
Gwin Timber Co	464.150	Jackson	WSR482	
H A Satin Co	452.350	Grove Hill	WFB724	
H A Satin Co	452.350	Linden	WFB723	
H C Moore & Son	151.715	Marion	KJP741	
H D Paul Inc	463.675	Jackson	KNGN424	
Hain, B V; Beers, Ben	152.990	Sardis	KYS552	
Hale County Hospital	154.625	Greensboro	WZT385	
Halls Spreader Service	461.875	Marion	KNAF708	
Hammermill Paper Co	49.080	Selma	KHU32	
Hammermill Paper Co	153.200	Selma	KJE478	
Harmony Hills Farms	461.875	Marion	WRS627	
Harrell Jr, C E	153.065	Jackson	KLN468	
Harrell, Clyde W	35.040	Selma	KWW910	
Hearts, Charles Wayne	154.540	Sawyerville	KNBU474	
Henderson Farms	31.960	Orrville	KYL314	
Henderson Kelly Dist	154.515	Camden	KTM846	
Hendrix, John H	152.915	Gilbertown	WYG794	
Herman M Blagg Co Inc	151.955	Selma	KNHU252	
Hicks Construction	151.925	Selma	KNJQ495	
Hicks Real Estate	151.925	Selma	KNCY385	
Hiller Systems Inc	464.675	Jackson	KNEH359	
Hobsen State Technical College	151.745	Thomasville	KLV746	
Hodges Fertilizer Co	464.075	Uniontown	WQH887	
Hollinger, Leo	461.475	Darlington	KNEJ862	
Home Care Equipment Service	461.350	Uniontown	KNDR497	*
Home Care Equipment Service	463.350	Selma	WQK254	
Hunt Oil Co	49.140	Melvin	KEY545	
Indian Creek Farms	31.360	Furman	WRL456	
Indian Creek Farms	31.360	Minter	WRL455	
International Paper	27.730	Bolinger	KIK644	
J E Henderson Construction	153.035	Eutaw	KSP784	
J Leet & Son Inc	151.895	Selma	WRI587	
J O Tate Construction Co	152.990	Demopolis	WYM612	*
J R Overstreet Timber	29.730	West Bend	KJS579	
J R Overstreet Timber	153.290	Thomasville	KJS547	
Jackson Glass Co	464.150	Jackson	WZW338	
James, Dennis	151.715	Livingston	KNFF541	
Jay Jr, John	157.620	Greensboro	KNAH722	
Jewell Flying Service	151.655	Selma	KNEL924	
John Utsey Contractors	152.945	Gilbertown	WYP884	
John W Colvin Co	464.075	Uniontown	WZY595	
John W Colvin Co	469.075	Akron	WFZ750	
Johnson, Christopher	154.540	Demopolis	KWR916	*
Johnson, Hal	463.925	Thomasville	WRZ785	
Johnson Tire	151.685	Grove Hill	WRS352	
Jones Construction Co	154.515	Demopolis	KXX821	*
Jones Oil Co	154.540	Demopolis	WYT950	*
Jones Oil Co	154.540	Marion	WYU398	*
Jones Oil Co	154.540	Selma	KLM942	
Jones Taxi	152.270	Demopolis	KNCR254	*
Kendrick, H	157.560	Selma	KNB667	
Keylease Farm	461.350	Uniontown	KNCS921	*
Kirk Brown Service	157.560	Marion	WSN766	
Kish, George	463.650	Uniontown	KUE293	
Lakeland Farms	152.465	Marion	KRAJ735	
Lanier, W R; Lanier, M	30.860	Jachin	KGX910	
Linden Lumber Co	48.780	Thomaston	KNEV485	
Linden Lumber Co	49.280	Thomaston	KNEV485	
Linden Lumber Co	154.600	Thomaston	KNEV485	
Linden Wood Inc	48.960	Linden	KCZ869	

BUSINESS, ETC. continued

Lindsey Farm	461.350	Uniontown	KNCQ367	*
Logan, Cliff	48.580	Eutaw	WZS888	
Love Farm	461.750	Alberta	WSA481	
M W S Land Co	48.940	Jackson	WRN518	
M W S Land Co	49.320	Jackson	WRN518	
MacMillan Bloedel	48.840	Camden	KNBY496	
MacMillan Bloedel	48.840	Marion	KNBL888	
MacMillan Bloedel	48.840	Pine Hill	KNCL449	
MacMillan Bloedel	48.840	Riderwood	KNBK889	
MacMillan Bloedel	49.340	Marion	KNCL446	
MacMillan Bloedel	49.340	Pine Hill	KNCL449	
MacMillan Bloedel	49.340	Riderwood	KNCL445	
MacMillan Bloedel	152.360	Camden	KNBL565	
MacMillan Bloedel	152.360	Thomasville	WRE880	
MacMillan Bloedel	153.080	Yellow Bluff	KLG810	
MacMillan Bloedel	153.260	Yellow Bluff	KLG810	
Majors, Herman E	43.320	Orrville	KWJ573	
Marengo Butane	49.580	Linden	KDN685	*
Marengo Concrete Products	153.020	Demopolis	KCZ836	*
Marine & Sons Inc	151.895	Panola	KJK332	
Marion Builders Inc	151.655	Marion	KNGQ336	
Marion Concrete Co Inc	154.490	Marion	KLM355	
Marshall, Eddie L	151.535	Marion Junction	WZZ414	
McGreegor Printing Co	157.560	York	KNDN993	
McKee Construction Co	43.060	Jackson	KIK535	
McLain Construction	151.715	Jackson	KXW242	
Michael L Brown Construction	463.675	Jackson	WSS269	
Midway Plantation	43.520	Catherine	KNGR273	
Miller & Co	49.320	Demopolis	KIH950	
Miller & Co	49.320	Selma	KIH949	
Miller & Co	49.320	York	KIH948	
Miller Construction	152.300	Selma	KLW680	
Miller, William H	151.745	Selma	KNDV905	
Montgomery, Charles G	152.465	West Greene	KNAJ736	
Moore Brothers Farm	461.200	Tyler	WRN523	
Moore Jr, Eddie	152.330	Selma	KNGE788	
Moore Jr, Eddie	157.590	Selma	KNGE788	
Moore, Bobby	153.005	Browns	KNFV726	
Morrison, Aubrey	152.360	Greensboro	KEO714	
Motor Supply Co	151.775	Demopolis	KKN224	
Mott Sr, Roy	151.955	Thomasville	KNIH259	
Nealey Gas & Appliance	152.420	Gilbertown	KNGA553	
Nealey Gas & Appliance	154.515	Gilbertown	KWH977	
Neighbors III, William	461.200	Tyler	WRQ494	
Neuman, Miles	462.050	Darlington	WXR876	
Nuss Timber Co	151.745	Pine Hill	KLR593	
Oather Brown Farms	152.885	Geiger	WRS421	
Oliver, Leonard G	157.620	Half Acre	WSN877	
Olon Belcher Lumber	466.400	Brent	WDS986	
P & R Electrical Contractors	464.150	Jackson	KOW288	
Parden Appliance	157.560	Grove Hill	WRC967	
Pearson Farms	157.725	Boligee	KNFG517	
Pee Roofing Co	31.040	Selma	KCC454	
Perry Inc of Demopolis	151.655	Demopolis	KQO512	*
Petro-Lewis Corp	49.100	Womack Hill	KNFF607	
Pine Belt Telephone	462.125	Arlington	KNDU277	
Pioneer Electric Co-Operative	153.680	Selma	KIB553	
Pioneer Electric Co-Operative	158.130	Selma	KIB553	
Pitts Wrecker	30.920	Boligee	KWP600	
Placid Oil Co	49.140	Womack Hill	KZH536	
Pope, T J	43.120	Magnolia	WNBG666	
Pope, T J	48.780	Thomaston	WNBW829	
Pope, T J	48.780	Thomasville	WNBW829	
Pope, T J	49.000	Thomasville	WNBW829	
Pope, T J	49.220	Thomasville	WNBW829	
Pope, T J	49.280	Thomaston	WNBW829	
Pope, T J	49.280	Thomasville	WNBW829	
Powell & Sons Inc	48.780	Thomaston	KNGQ936	
Pritchett, W L	151.805	Marion	KNAZ996	
Pruett Oil Co	151.955	Uniontown	KTH365	*

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor listening and questions to:

Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8

Greetings all and welcome to the Canada column for April. Another month rolls around, but doesn't it seem like yesterday since the last column? I'm still waiting for summer here.

First up this month is a letter from Doug (CANA-041). He is now living in Halifax, and sent in some interesting material for the Maritimes. The first item is an article that appeared in the July/August 86 issue of The Bulletin, a newsletter for employees of Maritime Telephone and Telegraph (MT&T). The article is entitled "MT&T Announces Maritime Cellular Service."

MT&T President Ivan Duvar has announced that the company will be offering customers cellular radio telephone service in the Metro area (Halifax and Dartmouth), with the system scheduled to go into service by the end of 1986. MT&T will be the first company in Atlantic Canada to offer cellular service. Direct dial mobile telephone service (150 MHz AutoTel) will also be offered province-wide.

Currently MT&T offers direct-dial mobile telephone service in Halifax/Dartmouth called Autotel. Unless I am mistaken, I believe this system operates on the VHF mobile telephone frequencies (152/157 MHz). Demand for this service has been quite high, and MT&T plans to expand the service across the province. Autotel will be expanded to central Nova Scotia late in 1986 and will be available province-wide by the end of 1987.

Demand for Autotel has been so high in the Halifax/Dartmouth area that MT&T has determined that it would be best to install 800 MHz cellular technology, which is designed for a high volume of users.

The cellular system being provided by MT&T is your standard cellular system, with quality of service approaching that of land phones. Custom service features now available on office phones such as call forwarding, conference calling, and automatic number redialing, will become standard offerings on the cellular system.

The article goes on to say that cellular service is currently available in Vancouver, Victoria, Edmonton, and the Windsor - Toronto - Ottawa - Montreal - Quebec City corridor. Cellular telephone service was first licenced by the Dept of Communications (DOC) in 1985, with one licence given to CANTEL Inc, and the other reserved for telephone companies (such as MT&T). The DOC estimates that there are at least 20,000 cellular subscribers in Canada, and that this number will probably double by the year 1990.

Doug also sent in some information on Mobil Oil for their operations in the Maritimes. Mobil Oil is one of several companies drilling for oil off the east coast from off-shore drilling platforms. Mobil Oil uses a wide range of HF, VHF, VHF Air and UHF frequencies in order to stay in touch with the rigs, aircraft, supply vessels, and for operations on the drill rig. My apologies go to the VHF Marine, Below 30 MHz, and Aircraft editors, but I felt that it would be more advantageous if the material for Mobil Oil were presented together in one column, rather than scattered among several columns.

The off-shore drilling platforms are constantly being visited by supply ships and helicopters, transporting supplies and personnel. Included with the column this month is a chart used by Central Flight Following. I am not sure if this is a private agency, or a division of Mobil Oil. Central Flight Following keeps in constant touch with the helicopters travelling to and from the drilling rigs. Should a helicopter fail to make a mandatory position report, the Uncertainty Phase, the Alert Phase, or the Distress Phase are initiated, depending on the elapsed time. The chart shows what procedures are followed for each phase. Rapid and immediate search and rescue is vital for these helicopter flights. The helicopters used are large, and can carry many passengers. Should there be a major mechanical problem in flight,

these machines usually drop like a brick. The passengers and crew are required to wear survival suits in the event of a ditching. Without the survival suits, lifetime in the cold water is measured in minutes, assuming one survives the impact.

For the members who may not be familiar with some of the abbreviations that appear on the chart, A/C is Aircraft, ATC is Air Traffic Control, I believe PX stands for Position Report, and RCC is the Rescue Coordination Centre at Halifax. (For those interested, the Canadian Military operates 4 RCCs at Halifax, Trenton, Ontario, Edmonton, and Victoria. Their function is to coordinate all air, land, and sea search and rescues.)

Doug also sent in some frequencies and call signs for Mobil Oil off-shore drill rig operations (all frequencies MHz unless otherwise stated):

CJR681	Portable	Station-Sable	Island,	NS	NDB 7R *	209.5kHz	
"	"	"	"	"		2381.5kHz	
"	"	"	"	"		2730.5kHz	
"	"	"	"	"		3214.0kHz	
"	"	"	"	"		3354.5kHz	
"	"	"	"	"	Air-Ground	3496.5kHz	
"	"	"	"	"		4573.5kHz	
"	"	"	"	"		4603.0kHz	
"	"	"	"	"		4621.5kHz	
"	"	"	"	"		5116.5kHz	
"	"	"	"	"		5283.0kHz	
"	"	"	"	"		5916.5kHz	
"	"	"	"	"		7350.0kHz	
"	"	"	"	"		7862.5kHz	
"	"	"	"	"	Helicopters	122.900	/ 122.900
"	"	"	"	"		166.860	/ 166.860
"	"	"	"	"		167.400	/ 167.400

* - 209.5 kHz is a Non-Directional Beacon (NDB) operating on the drill rig to guide aircraft and ships in the area.

VCC43	Transportable	Station-Dartmouth,	NS			2381.5kHz	
"	"	"	"		Facsimile	3214.0kHz	
"	"	"	"			3354.5kHz	
"	"	"	"			4573.5kHz	
"	"	"	"			4603.0kHz	
"	"	"	"			5116.5kHz	
"	"	"	"			5283.0kHz	
"	"	"	"		Facsimile	5916.0kHz	
"	"	"	"			7350.0kHz	
"	"	"	"			7862.0kHz	
"	"	"	"			166.860	/ 166.860
"	"	"	"			167.400	/ 167.400
"	"	"	"		(Fixed Link)	419.200	/ 414.2125
VCD643	Drill Rig	Sable Island	Area		Helicopters	2381.5kHz	
"	"	"	"	"		2730.5kHz	
"	"	"	"	"		3214.0kHz	
"	"	"	"	"	Air-Ground	3354.5kHz	
"	"	"	"	"		3496.5kHz	
"	"	"	"	"		4573.5kHz	
"	"	"	"	"		4603.0kHz	
"	"	"	"	"	Supply Vessels	4621.5kHz	
"	"	"	"	"		5283.0kHz	
"	"	"	"	"		5916.5kHz	
"	"	"	"	"		7350.0kHz	
"	"	"	"	"		7862.5kHz	
"	"	"	"	"		166.860	/ 166.860
"	"	"	"	"		167.400	/ 167.400

My guess is that the HF frequencies would be used for communications between the oil rigs and the work boats, aircraft, other oil rigs, and their central base. I suspect the VHF frequencies 166.860 and 167.400 are used for operations on board the oil rigs. Doug, I hope you're close enough to be able to listen in on some of these frequencies. I'm sure everyone would appreciate confirmation on the above frequencies. Thanks again for all of your information Doug, and we hope to hear from you again soon.

While I'm on the subject of the Maritimes, here is another list for the Halifax area, and it was sent in by Alex (CANA-040) after visiting Halifax on business:

Dartmouth Police Dept		412.3625	/ 417.3625in
" " "		412.8125	/ 417.8125in
" " "		412.8625	/ 417.8625in
Halifax (?) Police Dept		412.9375	/ 417.9375in
Police Dept (unidentified)		412.1625	/ 417.1625in
Halifax Fire Dept		413.4875	/ 418.4875in
Halifax Marine Traffic (Marine Ch 12)		156.600	/ 156.600
Weatheradio Canada (Environment Canada) Halifax		162.550	
Radio Amateur		147.150	
MT&T VHF Mobile Telephone	XJ	152.495	/ 157.755in
" " " "	XK	152.525	/ 157.785in
" " " "	XL	152.555	/ 157.815in
" " " "	XP	152.585	/ 157.845in
" " " "	XT	152.675	/ 157.935in
" " " "	XW	152.765	/ 158.025in

Alex also mentions that while he was in Halifax, an airshow was being held that weekend at CFB Shearwater (near Halifax), and Alex heard CFB Shearwater Tower on 126.2. While in Halifax Alex used his new PRO-32, the new 200 channel pocket scanner from Radio Shack. Alex reports that the PRO-32 is "an excellent receiver, fast, quite sensitive, very good sound, and can run circles around my old BC-100." Despite the excellence of the PRO-32, Alex doesn't think there is anything as versatile as his old BC-250. Thanks for the report on your visit, Alex. Hopefully you will someday return to Halifax to confirm your list and find new frequencies.

My next letter is from Gregory (CANA-126). Gregory lives in Kitchener, but works in Toronto. He reports that the OPP will be on the following frequencies in the Toronto area when they begin using their new trunked VHF radio system. (That is, when and if they switch over to the new system. Except for some now completed testing in London, there has so far been no use of the new equipment.)

Ont Prov Police	Toronto	OPP Ontario Place	139.500
		OPP Queen's Park	140.550
		OPP Base	141.000
		OPP Base	141.195
		OPP Base	143.655
		OPP Base	★ 149.525
		OPP Mobile Ontario	141.765
		OPP Mobile Ontario	141.795

★ - This frequency is more than likely used for Emergency Measures (Civil Defence), either Provincial or Municipal. OPP use of this channel would be reserved for disasters only. -rb

Also from Gregory:

London Fire Dept	XJI74	154.370
" " "	"	154.635
" " "	"	154.950
" " "	"	154.400
London PUC		163.730
" "		156.300
" "		156.550
Waterloo Police Dept		142.900
" " "		142.920
Brampton Fire Dept	XJH275	154.950
" " "	"	154.800
" " "	"	154.830

Thanks for your letter and information Gregory. That's all I have room for this month. Until next month, best wishes to you all.

CENTRAL FLIGHT FOLLOWING EMERGENCY PROCEDURES

UNCERTAINTY PHASE: PX + 3 MINUTES

TRY TO CONTACT THE AIRCRAFT ON ALL VHF & HF FREQUENCIES

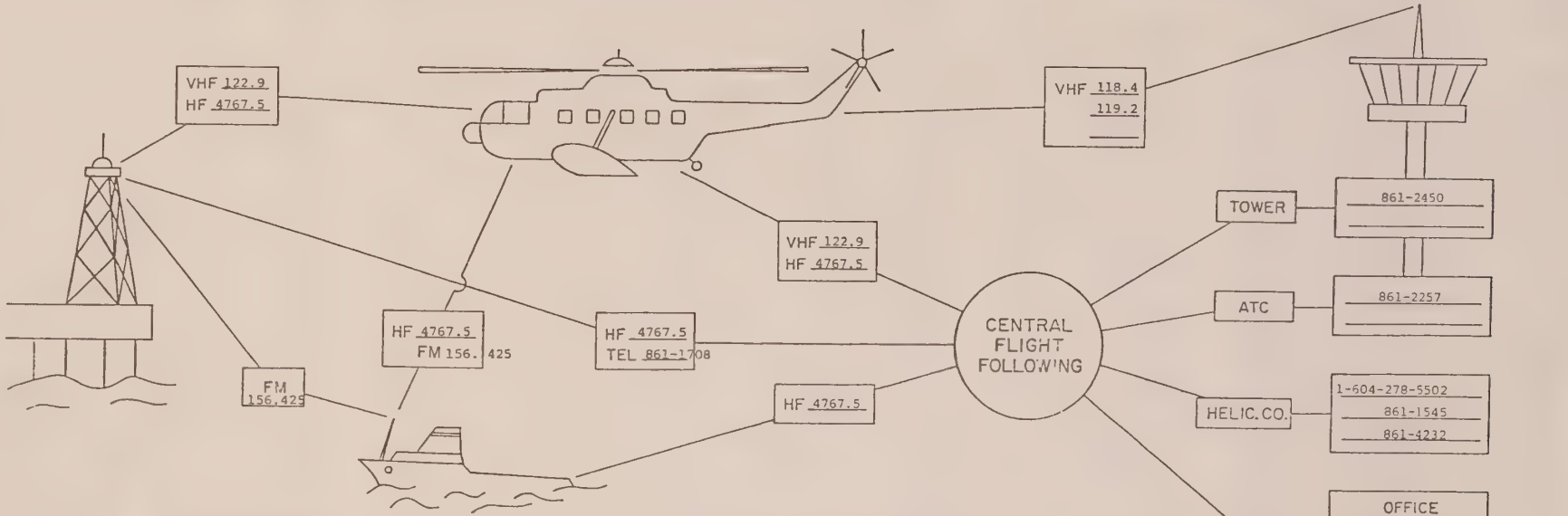
TELEPHONE: AIR RADIO 861-2765
ATC 861-2257
TOWER 861-2450
FOR ANY POSSIBLE CONTACT WITH A/C

ALERT PHASE: PX + 10 MINUTES

ALERT SEARCH & RESCUE: 426-4730
ALERT HELICOPTER COMP. B/M
J. McINTYRE (HOME) 861-----
D. MOINIER (HOME) 883-----
ALERT OIL COMPANY COORDINATOR
A. FAULKNER (HOME) 463-----
K. BEATTIE (HOME) 434-----
ALERT WORKBOATS

DISTRESS PHASE: PX + 30 MINUTES

DISPATCH AVAILABLE A/C (WITH HOIST) AND WORK BOAT ON REQUEST FROM COORDINATOR AND/OR RCC
CONFIRM WITH SEARCH & RESCUE 426-4730
ALERT OPS MANAGER H. BABA
OFFICE: 1-604-278-5502
HOME: 1-604-274-----



25/03/86

WORK BOAT

RETRACE PLANNED ROUTE OF HELICOPTER FROM LAST REPORTED POSITION

CONTACT OTHER SHIPS IN AREA

OTHER PHONE NUMBERS

DO ORS	425-8556
MA COM. H.Q.	426-4706
AMBULANCE	
MARINE RESCUE	426-2412

COMMUNICATIONS PROFILE

Joe M. Lewis, 750 Scotland St., Dunedin, FL 33528

This column is for special projects that explain various systems in detail. Frequencies and radio codes of municipal agencies and certain federal government agencies may be listed, as well as those of large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you would like to submit such a report, please follow No. 8 on the inside front cover of the Newsletter.

Welcome to this month's column by Carl, NY-117, on NYPD's SOD and Traffic Frequency. Thanks, Carl. To everybody—please keep those profiles coming. And now, on to NYPD!

470.8375

New York City Police-Special Operations Division and Traffic Division

"KOP-911, SOD & TRAFFIC" is the identifier from the dispatcher in the citywide room of One Police Plaza (headquarters) in Manhattan. There is another dispatching room for the precincts.

The SOD dispatcher's partner sits next to him/her and operates "F-4" which is SOD's backup channel called Citywide 3 (470.8625).

The "SOD" channel is home to many commands and is by far the most interesting channel in the city to monitor because it is a citywide emergency channel. This channel (according to Scanner Master) is F-1 on Command Radios and F-3 on Detective Radios.

The commands that use this as a dispatch channel are: Aviation "A-V", the Bomb Squad, Emergency Services Unit "ESU", Harbor, Highway Patrol, and the Traffic Division.

Other commands using 470.8375 include: Narcotics, Probation Warrants, Central Repair, NYC Corrections, Crime Scene Unit, NYC EMS, the Major Case Squad, Manhattan Bridge, Motor Transport Division, the Mounted Unit, Manhattan Traffic Area units, Neighborhood Stabilization Units, Patrol Services Bureau, the Patrol Boro bases, the Police Ambulances and Medical Units, SOD Base, Police tow trucks, NYC Transit Police, Williamsburgh Bridge, Communications Bureau, Movie/TV Units, Hostage Negotiating Unit, NYC Fire Dept., NYC's Mayor and assistants, the Chaplain, and the FBI. (yes, the FBI)

As you can see, this can become quite the busy channel! I listen to this channel for many hours a day while at work and home. So much so that I got to know a couple of dispatchers by names. John, a lieutenant, works (worked) the nights shift and has a most distinguished voice. And there's Danny, who works the day tour and who lives on Staten Island which he refers to as the "Big Island."

Cars are identified by their actual car numbers (on the license plate) except for Emergency Services and some of the Highway Units. Generally, cars under 1000 are unmarked command vehicles.

2800's HWY
2900's HWY
3100's trucks
3200's Motor Transport
3400's Vans
36-3800's Scooters
53-5400's Vans
5500's Emergency Services
5100's Crime Scene Unit
9000's Unmarked Highway Units

Aviations Unit-10 airships based at Floyd Bennett Field across the street from HWY-2. Bennett is also home to U.S.C.G. Air Station Brooklyn, Gateway National Recreation Area, Police and EMS driver testing units. Several airships are MEDEVAC's.

COMMUNICATIONS PROFILE continued

Emergency Services Unit-
Squad 1-Manhattan south of 59th St.
2-Manhattan north of 59th St.
3-Bronx
5-Staten Island
6-Bkln.
7-Bkln.
8-Bkln.
9-Queens
10-Queens

Generally, each squad has one large truck (International Fleetstar 2110) and three smaller pickup trucks with utility beds. Trucks are equipped with division monitors to keep in touch with the precinct units. The smaller trucks cover sections of their boro. They are identified by first the squad and then the sector. e.g.: Adam 3 is the first sector in the Bronx. "ESU-1" thru "ESU-10" are supervisors. ESU has other support vehicles not in 5500 series such as an armored personnel carrier called the "ERV" (emergency rescue vehicle), an armored observation truck, and a searchlight truck.

ESU just got some crew cab style utility trucks and has ordered 6 large trucks from Saulsbury (a fire truck maker) as replacements. The ESU vehciles carry air packs, Hurst tools, and various other rescue gear.

Highway Patrol Unit-3 precincts
HWY-1 covers the Bronx and Manhattan
HWY-2 covers Brooklyn
HWY-3 covers Queens

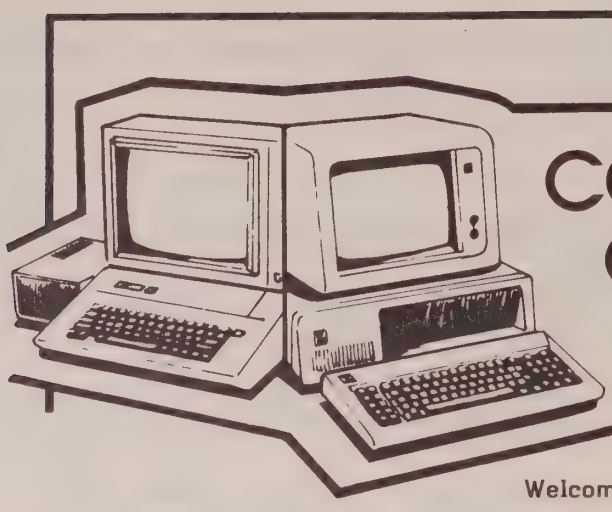
HWY units are identified either by car number or by post number. The post numbering system has three digits. The first is the precinct and the other two are the post numbers.

The Harbor Unit-Several bases and a launch repair shop

Boats are identified by the area they cover: ADAM, CHARLIE, GEORGE.
They use a half dozen 52' boats and several 30' boats for patrol.
They also have a bunch of support vehicles like fuel trucks and scuba team vehicles.

THAT'S ALL FOR THIS MONTH, SEE YOU ALL NEXT MONTH, Joe

This public service message was submitted by RCMA member John Cereghino (CA-SC-049).



RCMA COMPUTER CORNER

Editor: John Hodal
13660 Greenview Drive
Zion, IL 60099

Welcome to the RCMA Computer Corner!

Let me start off by saying that I will try to do my very best in providing informative and educational articles relating to the use of your computer and monitoring hobbies. I hope that we all can learn a few things here (including myself!). I am no professional writer, so please pardon any misuse of the English language.

I guess a little information about myself is in order, so here goes. I am a Microcomputer Programmer/Analyst by trade. Have been doing that for about three years now and enjoy it a great deal. I work mainly with MS-DOS compatible machines (IBM, clones, Wang, etc) but have worked on just about everything with a keyboard attached. I initially started off with a Commodore VIC-20 (eech) as my first home computer and have gradually moved up to the IBM line. I would say that my favorite area in the whole spectrum of microcomputers is telecommunications. I have the opinion that if you have a phone line and the proper hardware, that the possibilities are almost unlimited. The amount of information that is available 'on-line' is endless. I would estimate that about 30% of what I have learned has streamed in over my telephone lines. I could talk forever on that topic, but there is plenty of time for that.

I would appreciate hearing from all of you on what you would like to have covered in this column. Since this is the first installment, I really don't know what everyone is interested in. I have my ideas, but I want to know what YOU want. As long as the topic pertains to computers and monitoring, no suggestion will go un-read. Also, pardon my little puns from time to time, as I like to keep learning something on the lighter side, as I feel it makes for more enjoyable reading, and if there is one thing I dislike is a computer column that is stuffy. These things aren't as 'serious' as everyone makes them out to be. You can learn AND have fun. Which leads me to my next topic; How to get in touch with me.

If you wish to communicate by US MAIL, you can write to :

RCMA Computer Corner
c/o John Hodal
13660 Greenview Drive
Zion, IL 60099

If you wish a reply when writing, I would appreciate it if you would include with your letter a self addressed stamped envelope. That will guarantee you a response. I will reply to ALL letters that include the SASE. I always hated it when I wrote letters to various companies and never received a reply, so I make it my policy to reply in a timely matter to each and every letter (one of my personality quirks I guess!).

There are also another couple of ways to get in touch. I run a Bulletin Board System (BBS) that runs 24 hours a day 365 days a year. For those of you that aren't familiar with a BBS, it is like a little electronic mail service that you access via your computer and telephone line. You hook your computer to a device called a modem which hooks to your phone line allowing you to 'connect' to other computers configured the same way. The BBS allows you to send and receive messages and software programs over your telephone line. For those of you who wish to communicate with me that way, you can receive a much more timely answer or reply to your question or comment. Beats waiting a week for the mail huh?

If you wish to call the BBS (Lakes Region BBS), you may call the system at (312) 872 – 8086 using 1200 or 2400 baud , with a 8 bit word length, 1 stop bit and no parity (8N1). Just log on with your name and follow your nose as what to do next. Please leave all messages regarding RCMA addressed to the SYSOP (SYStems OPerator).

You may also contact me via CompuServe's electronic mail, but since I find it hard to cough up $12 to $19 an hour to use it, your mail may not be received but every 2–3 weeks. You can address your electronic mail to the CompuServe ID number of 71530,51.

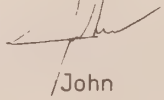
I have created a special 'conference' on my BBS for the members of RCMA (that have access to the necessary equipment) who wish to call. This should prove interesting for all of us. I am in the process of writing some software that will allow you to research different frequency listings while you are on–line.

Since many of us have listing of various frequencies that are organized in various ways, I am working on setting up something so that users can upload (transfer from your computer to the BBS) their favorite listings to the BBS and I can add them to the master listing. Since the amount of frequency and other information couldn't possibly fit on the drive, I will rotate the listings each month. I know there have been times when I have wanted some sort of information and just didn't know where to turn for it. I am hoping the BBS will fill this void. The BBS will not be a replacement for the newsletter, but only a supplement as there are only a limited number of individuals that have access to the equipment required to connect to the system. If the need be, the detailed operation and commands to manipulate the BBS could be covered in future columns.

I would also like to spread around any programs anyone has written in regard to monitoring. If the programs are short, the listings could possibly be published in this column in full or in sections. Speaking of software, I personally use a data base management software program to organize and log all my frequency information. This way I can confirm frequencies and sort the ones that haven't been confirmed or identified. It also makes life a lot easier when someone needs some type of specific information, since you can sort, etc. the exact information you need and not have to wade through piles and piles of paper (isn't technology great?). I also have on hand some RTTY and packet software that I acquired from various sources if anyone is interested. In my experiences, I have fooled around with RTTY and the computer and it did work pretty well. There are even some RTTY BBS's set up around the country but they seem to be a pretty tight knit group from what I have read.

Well, I guess that is about it for another month. Don't forget, this column is here for you. I need your input on what you would like to see covered. Like I said, no question or comment will go unanswered so feel free to write or call the BBS.

Enjoy



/John

WOULD YOU LIKE TO BECOME AN RCMA COLUMN EDITOR?

If YOU would like to become the Editor of ANY RCMA column and join those on the all volunteer staff, YOU should have your name and application on file with the General Editor so you can receive full consideration when there is an opening!

Announcements are not normally made when an Editor resigns or can no longer carry our his assigned duties. RCMA normally selects replacement Editors from the WAIT LIST FILE. If you would like to be considered for one of our volunteer positions and join the working RCMA staff, you must write the General Editor and request to be listed on the WAIT LIST for the column or columns that interest you! In your application letter, tell about yourself, your background and your qualifications. Note your special interests and talents. You MUST write your letter on the typewriter or word processing printer that you would use to write the column if selected. Your typewriter is important, as all copy written by column editors must be camera ready when submitted each month. There is no time to correct mistakes or spelling before your material goes to press!

If selected as an RCMA staff editor, your monthly NEWSLETTERS are free and come to you by first class mail. You will be a full RCMA member so long as you write your monthly column and perform your required volunteer duties! You perform a much needed and appreciated service for the club, and you support the club in the best manner possible, by being a member of the all volunteer staff! The rewards are many!

Send your formal letter of application and interest to the General Editor TODAY! This is a NEW program, and all those on file BEFORE February 1, 1987 must re-apply! To be considered for any current or future opening, you must send a new typed application! Mail applications to Capt. Bill Mauldin, RCMA General Editor, 961 Azalea Street, Boca Raton, Florida 33432-3407 U.S.A.

contact info wanted

This column has two purposes: to help members contact each other, and to help member obtain directly from one another information on various subjects related to 2-way communications monitoring. If you would like to meet, converse or correspond with, other members by telephone, letter, or cassette, this column is the place to state your interest. Remember—those who respond will do so directly, so be sure to provide your phone number, the best time to be called, and/or your address. Write to:

Scott Mattson, 2820 Bridge Ave, Point Pleasant, NJ 08742

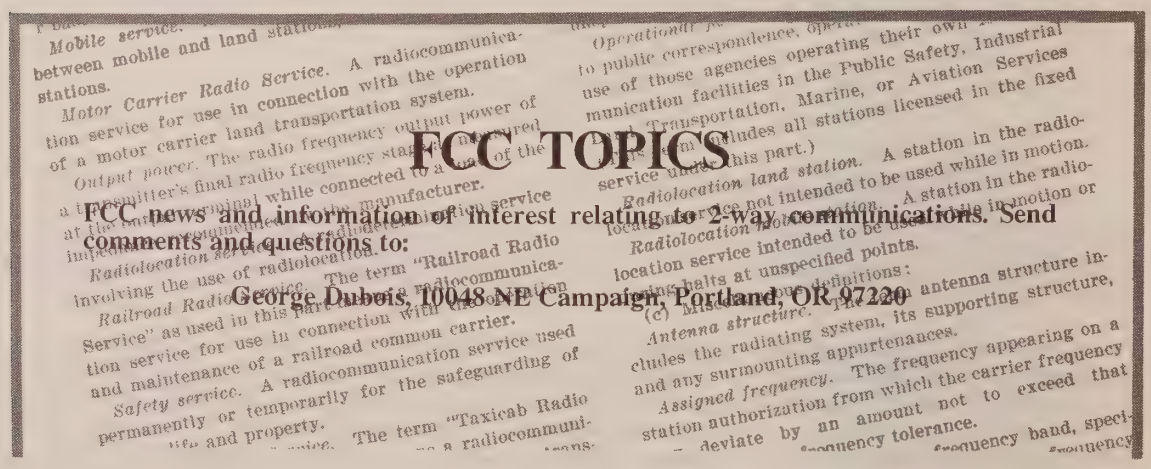
Requests for copyrighted material or information considered 'sensitive' by RCMA will not be printed in this column.

INFO WANTED: This member would like to obtain copies of Bell System Practices pertaining to key telephone system wiring and PBX wiring. Interested in line group and main distributing frame wiring for step-by-step PBXs similar to 701.
JON CEREGHINO (CA/SC-049) P.O. Box 1132, Mountain View, CA 94042-1132

INFO WANTED: Long time member moving. Would like frequency information for the Baltimore and Ellicott City Maryland area. Am especially interested in Fire and EMS frequencies.
JAMES RICHARDSON (CT-051) 3035 E. Oak Green Cir., Ellicott City, MD 21043

INFO WANTED: Would like to obtain the new 800 Mhz police frequencies for the Passaic, NJ Police Department. Will exchange info that I have for northern New Jersey area.
DENNIS RUDA (NY-057) 42 Harry L Dr., Johnson City, NY 13790-1605
(607) 797-8357 weekend collect only

CONTACT WANTED: I would like to hear from anyone who owns an ICOM R7000 and also those who monitor the standard broadcast band.
KEITH BUCHER (WV-020) P.O. Box 130, Reader, WV 26167



FCC TOPICS

FCC news and information of interest relating to 2-way communications. Send comments and questions to:

George Dubois, 10048 NE Campaign, Portland, OR 97220

The FCC has amended Part 74 to allow Low Power Auxiliary Stations to use frequencies in the TV VHF-low band (chs. 2 - 6, 54 - 88 mHz) and the UHF band (470 - 806 mHz, with the exception of 608 - 614 mHz, which is allocated for Radio Astronomy). Frequencies in these new bands will be spaced 25 kHz apart, but users may "stack" up to eight

of them, providing a bandwidth of up to 200 kHz. Low Power Auxiliary Stations are limited-range devices such as wireless microphones and remote control or cueing devices. Frequencies previously available included those allocated to Broadcast Remote Pickup at 161, 450 and 455 mHz, parts of TV channels 7 - 13 (174 - 216 mHz) and the STL band at 944 to 952 mHz. Broadcast licensees could use any of the available frequencies but the 174 - 216 mHz band was the only one available to motion picture, cable TV and video production companies, leading to severe congestion in many cities.

All operation is on a non-interference basis to TV Broadcast stations and now in the UHF-TV band, to land mobile use in T-Band. Applicants for use of TV channels must specify an area of operation (as well as frequency) for which they wish to be licensed and must ensure that no interference occurs during any operation outside this area. Maximum power permitted on VHF TV channels is 50 mw, on UHF channels, 250 mw.

The filing dates have been announced for the acceptance of applications for channels in the new 935 - 940 mHz land mobile band (see Feb. Column). The first dates were in January and included through market #15 (Pittsburgh). The Commission will only accept applications for the top fifty markets for the SMRS (Specialized Mobile Radio Service) channels, to insure that service is provided first to those areas most in need of additional land mobile spectrum. Applications will be accepted for any area for the Industrial and Land Transportation and the Business Radio Service pools, though. The only exceptions in all cases are that no license will be granted to stations within 100 miles of the Canadian border or 68 miles of the Mexican border, pending further negotiations with the administrations of these countries. Also, no license will be granted until type-accepted equipment is available for use on these new, narrow-bandwidth channels. SMRS applicants may apply for up to ten trunked channels at one time in this band. The Commission will select and assign the channels. Since the channels in this band are spaced only 12.5 kHz apart, all channels in a trunked system will be adjacent to each other, to help prevent any possible interference to licensees of adjacent channels or systems. (Trunked systems in the 851 - 868 mHz band are spaced as much as 1 mHz apart, which allows the use of an antenna combiner and a single antenna.)

A number of the SMRS filing areas to be accepted overlap each other and in such cases the license selectees in each area will have 90 days to reach agreement regarding transmitter separation (at least 70 miles) or other arrangements to avoid mutual interference. If they can't, the FCC will flip a coin and the winner picks his own site in his locality and the loser must then select a site to avoid interference to that system. The final SMRS filing window (for markets 32 to 50) will be (was) March 23 - 27.

The FCC has terminated a proposal that would have allowed Maritime local Public Coast (VHF marine telephone) stations to provide service to vehicles on land on a secondary basis to maritime service. This stupid idea was the result of the Commissions action during the revision of Part 22 a few years ago. The rule prohibiting regular Public Land Mobile telephone stations from providing service to ships if there was a Marine telephone station in the area was deleted. So the marine telephone interests argued that they should then be allowed to serve vehicles with their marine stations. Well, someone at the FCC finally realized that the International Marine Band is just that (international) and that any other use would be non-conforming and could result in harmful interference.

The Commission has deleted Footnote G105 from the Table of Allocations in Part 2, which allowed Government Radiolocation use of the band from 420 through 460 mHz until January 1, 1985. (See June, 84 column.) The footnote is obviously as obsolete as the old WWII radio altimeters that used this band so it is being removed.

Finally, the FCC amended Part 90 to allow SMRS licensees and end users to use 800 mHz trunked systems for point-to-point tone signalling and data transmissions. Further, such Fixed use will even be permitted by users who have no mobile units on the system and only desire Fixed use. All such use will be on a secondary, non-interference basis to mobile use, although it is anticipated that data and alarm signalling use will cause minimal problems with mobile operations on trunked systems. All such stations may not be counted toward system loading requirements.

The Commission has released a proposal to eliminate Subpart M of

Part 90 and combine it with Subpart S, both of which presently govern use of the 851- 866 mHz band. Subpart M was created in 1974 and regulates use of the original 300 channels released for trunked and conventional use at that time. Subpart S was created to govern the rest of the channels released in 1982. Subpart M is supposed to expire this September and all operations in the 851 mHz band will be subject to Subpart S (plus the new 935 to 940 mHz band, as well).

The only problem is the differences between the two rule subparts. The first channels were divided into two catagories, 200 for trunked systems and 100 for conventional systems. When no channels are available in a given area, a waiting list is kept and channels are assigned in order when or if they become available. Subpart S, though, divides the "new" channels into service catagories (Public Safety, SMRS, etc.) and the user may select either trunked or conventional technology. Applications are only accepted when channels are available and simultaneous applications for available channels are assigned by lottery if necessary. No waiting lists are kept. Also the loading standards are stricter. A licensee must load his system to at least 60 units per channel in three years and 80 in five, as opposed to 70 per channel in five years under the old rules.

So the Commission is now proposing to amend Subpart S to conform the differences between the two rules, before Subpart M expires this fall. All trunked systems presently available under Subpart M would become available in the SMRS pool under Subpart S. A single waiting list would be maintained. Loading standards would be eliminated for trunked systems under the FCCs proposal. Plus, SMRS user eligibility would be extended to include individuals (as opposed to businesses) and the Federal Government. Also, increased technical flexibility would be permitted for trunked SMRS systems.

Another recent proposal would increase the output power permitted for low power unlicensed transmitters used for remote control door openers, security system devices and the like, in certain bands. These bands are those in which the output power must be severely restricted to prevent interference to critical services, such as navigation (108-118, 328.6-335.4 and 960-1215 mHz), the Radio Astronomy bands and distress frequencies (121.5, 156.8 and 243.0, for example). Emissions in these bands, below 1000 mHz, are required to be less than 15 uv/meter at 3 meters and 125 uv/m above 1000 mHz. It is this 125 uv limit that is proposed to be increased, to 500 uv/m in the restricted bands above 100 mHz. Outside these bands emissions from 1250 to 12,500 uv/m are permitted (increasing with frequency) so the present 125 uv limit in the restricted bands may be too strict, especially since no cases of interference from radio control devices have ever been reported.

And lastly, another proposal would amend the rules for the Maritime services to allow ships to use the frequency 406.025 mHz for emergency radiobeacons. This would be in addition to the Emergency Position Indicating RadioBeacons (EPIRBs) presently permitted on 121.5, 156.8 and 243.0 mHz. Use of 406.025 would be strictly voluntary and would allow ships direct access to the SARSAT system satellites that also monitor 121.5 and 243.0 mHz worldwide.

FEDERAL GOVERNMENT and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:

Dennis Biagioli, 607 W. Pleasant Ave, Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine Editor.

Hi! I hope the ice has melted from your antenna and you're ready for a good month's reading. There are several members having sent extensive coverage for their areas, plus we'll end with a little more of the F.A.A. air route traffic control center frequency listings. Lots to read, so lets get to it...

Our first extensive contribution is from a gentleman who isn't even an RCMA member. Yes, non-members do contribute to some of our

columns, and are most welcome anytime! Dave Jones (aka Scan America) of Ohio offers the following of his personal confirmations from his travels in California. Dave, many thanks!

Cleveland National Forest
168.7500 Operations

El Toro Marine Station
138.950 Base only heard

Seal Beach Naval Weapons Station
138.675 Paging
138.850 Operations
142.500 Operations?
142.675 Marine guard detachment perimeter patrols
148.275 Paging

Los Angeles Coast Guard Auxiliary
148.825 Echo/X-ray net control

Long Beach Naval Station
141.975 Security
148.275 Paging
150.075 Operations -- taxi, bldg. maintenance, "Dispatch" base

March Air Force Base
148.175 Maintenance
148.515 Maintenance of grounds, traffic signals
149.175 Grounds -- clean-up & maintenance
149.235 CE's on flight line -- runway sweepers
149.475 Motor pool / base taxi
149.535 Commanders Net (input)
150.175 Flight-line services (refueling)
150.255 Hospital paging
150.345 Crash/Rescue units
163.4625 Security (Open House Control)
163.4875 Blue Control (page test w/tones)
164.7000 Law Enforcement
165.0625 Alpha Control (SAC Security)
173.5125 Commanders Net (output)
407.4750 Job Control
413.0250 Flight Line Operations during an airshow
413.4500 Radio Tech testing

VICKI (NY-367) sent a great list that I'm sure you might find interesting.

GRIFFISS AIR FORCE BASE, NEW YORK

Fire & Crash	173.587	
Civil Engineering	173.5875	165.1375
Motor Pool Net	150.345	
Disaster Prep. Net	150.345	165.1375
Operations	165.1375	173.5875
Ground Safety	165.1375	
Communications	165.1375	
Commander's Net	149.565	148.065
Security Police	163.4875	
Law Enforcement Net	163.4625	
Security Police (F-3)	163.3000	
Security Police (F-4)	164.1000	
Maintenance (A)	148.515	
Maintenance (B)	148.545	
Hospital Net	173.4125	173.5875
R.A.D.C. Net	150.225	
Control Tower	118.100	122.700
Ground Control	121.900	
Radar Approach	118.500	134.100
Griffiss Departure	120.900	
Boston Flight Control	121.800	127.800
Flight Service Station	121.500	

Let's wind up another month with a little more of our F.A.A. listing of UHF frequencies used in the air route traffic control centers.

F.A.A. UHF "CENTER" FREQENCIES

CENTER	LOCATION	FREQ	NOTES
FT.WORTH	ABILENE	269.4	LOW ALTITUDE - DISCRETE
HOUSTON	ALEXANDRIA	317.5	HIGH ALTITUDE
		343.9	LOW ALTITUDE - DISCRETE
	AUSTIN	290.5	HIGH ALTITUDE
		353.8	LOW ALTITUDE - DISCRETE
	BROWNSVILLE	263.1	LOW ALTITUDE - DISCRETE
	COLLEGE STATION	307.8	LOW ALTITUDE
		338.3	LOW ALTITUDE - DISCRETE
		394.1	LOW ALTITUDE
	FREDERICKSBURG	307.3	LOW ALTITUDE - DISCRETE
		385.4	HIGH ALTITUDE
	GALVESTON	351.8	LOW ALTITUDE - DISCRETE
		370.9	HIGH ALTITUDE
	GALVESTON A	306.3	LOW ALTITUDE
	GRAND ISLE	269.5	LOW & HIGH ALT (OCEANIC GULF CTL)
	HATTIESBURG	285.6	HIGH ALTITUDE
		281.5	LOW ALTITUDE - DISCRETE
	HOUSTON	269.5	HIGH ALTITUDE - ARR/DEP U.S.
		281.5	HIGH ALTITUDE - ARR/DEP U.S.
		306.3	LOW ALTITUDE - ARR/DEP U.S.
		307.2	HIGH ALTITUDE - ARR/DEP U.S.
		385.5	LOW ALTITUDE - ARR/DEP U.S.
		269.0	HIGH ALTITUDE - ARR/DEP U.S.
	KINGSVILLE	281.5	HIGH ALT (OCEANIC CTL IN GULF)
		291.6	LOW ALTITUDE - DISCRETE
	LACOMBE	323.2	LOW ALTITUDE
		381.5	LOW ALTITUDE - DISCRETE
	LAFAYETTE	263.1	LOW ALTITUDE - DISCRETE
		327.1	LOW ALTITUDE
		380.2	LOW ALTITUDE
	LAKE CHARLES	353.9	HIGH ALTITUDE
		381.6	LOW ALTITUDE - DISCRETE
	LAREDO	307.2	LOW ALTITUDE - DISCRETE
		319.1	LOW ALTITUDE
		323.1	HIGH ALTITUDE
	LOMETA	343.9	LOW ALTITUDE - DISCRETE
	LUFKIN	343.6	LOW ALTITUDE - DISCRETE
	MOBILE	291.6	LOW ALTITUDE - DISCRETE
		322.4	HIGH ALTITUDE
		279.6	LOW ALTITUDE
	NATCHEZ	291.7	LOW ALTITUDE - DISCRETE
	NEW ORLEANS	380.2	LOW ALTITUDE
		385.5	LOW ALTITUDE - DISCRETE
	NEWTON	225.1	HIGH ALTITUDE
		343.9	LOW ALTITUDE - DISCRETE
	PALACIOS	279.6	LOW ALTITUDE
		306.9	LOW ALTITUDE - DISCRETE
	ROCK SPRINGS	346.4	LOW ALTITUDE - DISCRETE
		380.2	HIGH ALTITUDE
	ROCKPORT	281.9	LOW ALTITUDE - DISCRETE
		319.8	HIGH ALTITUDE
		353.6	LOW ALTITUDE
		360.7	LOW ALTITUDE
	SAN ANTONIO	285.4	LOW ALTITUDE
		291.7	LOW ALTITUDE - DISCRETE
		343.7	LOW ALTITUDE - DISCRETE
	SAN ANTONIO A	299.2	HIGH ALTITUDE
		322.5	LOW ALTITUDE - DISCRETE
		335.6	LOW ALTITUDE
	SEALY	279.6	LOW ALTITUDE - DISCRETE
	UVALDE	285.4	LOW ALTITUDE - DISCRETE
		327.0	LOW ALTITUDE
INDIANAPOLIS	BROOKVILLE	262.3	HIGH ALTITUDE
		307.9	HIGH ALTITUDE
		351.8	LOW ALTITUDE
	EVANSVILLE	363.0	LOW ALTITUDE - DISCRETE
		379.9	HIGH ALTITUDE

F.A.A. UHF "CENTER" FREQENCIES

CENTER	LOCATION	FREQ	NOTES
	HENRYVILLE	269.4	LOW ALTITUDE - DISCRETE
		278.5	HIGH ALTITUDE
	INDIANAPOLIS	243.0	LOW ALTITUDE
		251.1	LOW ALTITUDE - DISCRETE
		290.3	HIGH ALTITUDE
		319.8	LOW ALTITUDE
	LONDON	243.0	LOW ALTITUDE
		290.5	LOW ALTITUDE - DISCRETE
		380.2	LOW ALTITUDE
	MARIETTA	398.9	LOW ALTITUDE - DISCRETE
	MARMET	385.6	HIGH ALTITUDE
	MERWYN	239.25	HIGH ALTITUDE
		281.4	LOW ALTITUDE - DISCRETE
	NEW HOPE	372.0	LOW ALTITUDE - DISCRETE
	PORTSMOUTH	290.4	LOW ALTITUDE - DISCRETE
		363.2	HIGH ALTITUDE
	ROSEWOOD	269.0	LOW ALTITUDE - DISCRETE
	ROSSVILLE	319.2	LOW ALTITUDE
		378.8	LOW ALTITUDE - DISCRETE
	TERRE HAUTE	270.3	HIGH ALTITUDE
		307.1	LOW ALTITUDE - DISCRETE
	WINCHESTER	278.3	HIGH ALTITUDE
		285.4	LOW ALTITUDE - DISCRETE
	ZANESVILLE	343.6	HIGH ALTITUDE
		370.9	LOW ALTITUDE - DISCRETE
JACKSONVILLE	ALBANY	317.6	LOW ALTITUDE - DISCRETE
		359.0	LOW ALTITUDE
	ALMA	282.3	HIGH ALTITUDE
		290.4	LOW ALTITUDE - DISCRETE
		346.3	HIGH ALTITUDE
	BROOKSVILLE	343.9	LOW ALTITUDE - DISCRETE
		377.2	LOW ALTITUDE
	BRUNSWICK	277.4	LOW ALTITUDE - DISCRETE
		319.3	LOW ALTITUDE
	CHARLESTON (SITE A)	379.1	LOW ALTITUDE
		269.6	HIGH ALTITUDE
		353.5	LOW ALTITUDE - DISCRETE
		362.3	HIGH ALTITUDE
	CHARLESTON (SITE B)	269.0	HIGH ALTITUDE
		351.7	HIGH ALTITUDE - DISCRETE
	COLUMBIA	298.9	LOW ALTITUDE - DISCRETE
		319.2	HIGH ALTITUDE
		335.5	LOW ALTITUDE
		350.2	HIGH ALTITUDE
	CRESTVIEW	338.3	LOW ALTITUDE - DISCRETE
		346.4	LOW ALTITUDE - DISCRETE
		371.9	LOW ALTITUDE
	DAYTONA BEACH	263.0	LOW ALTITUDE - DISCRETE
	DOTHAN	288.3	LOW ALTITUDE
		353.5	LOW ALTITUDE - DISCRETE
	FLORENCE	306.3	LOW ALTITUDE - DISCRETE
		321.4	LOW ALTITUDE
	GAINESVILLE	291.7	HIGH ALTITUDE
		385.6	LOW ALTITUDE - DISCRETE
		278.3	HIGH ALTITUDE
	JACKSONVILLE	327.1	HIGH ALTITUDE - DISCRETE
		317.4	HIGH ALT (S. ATLANTIC CONTROL)
		381.4	HIGH ALT (S. ATLANTIC CONTROL)
		251.1	HIGH ALT (GULF ROUTES CONTROL)
	MILLEN	363.2	LOW ALTITUDE - DISCRETE
	MYRTLE BEACH	317.4	HIGH ALTITUDE
		343.6	LOW ALTITUDE - DISCRETE
		381.4	HIGH ALTITUDE
	ORLANDO (EUSTIS)	360.6	LOW ALTITUDE - DISCRETE
	PANAMA CITY	251.1	HIGH ALTITUDE
	PERRY FOLEY	352.0	LOW ALTITUDE - DISCRETE
	SAVANNAH	281.5	HIGH ALTITUDE

F.A.A. UHF "CENTER" FREQENCIES

CENTER	LOCATION	FREQ	NOTES
		322.5	LOW ALTITUDE - DISCRETE
	ST. AUGUSTINE	236.7	HIGH ALTITUDE
		288.1	LOW ALTITUDE - DISCRETE
		317.5	HIGH ALTITUDE
		350.3	HIGH ALTITUDE
	TALLAHASSEE	343.8	HIGH ALTITUDE
		364.8	HIGH ALTITUDE
	TALLASSEE (SITE B)	307.2	HIGH ALTITUDE
		360.8	LOW ALTITUDE - DISCRETE
	VALDOSTA	281.4	LOW ALTITUDE
		348.3	LOW ALTITUDE
		363.0	HIGH ALTITUDE
		379.2	LOW ALTITUDE - DISCRETE
KANSAS CITY	ANTHONY	257.0	HIGH ALTITUDE
		263.1	HIGH ALTITUDE
		344.8	LOW ALTITUDE
	BUTLER	327.0	LOW ALTITUDE - DISCRETE
	CHILLICOTHE	381.5	LOW ALTITUDE - DISCRETE
	COLUMBIA	279.6	HIGH ALTITUDE
		299.2	LOW ALTITUDE - DISCRETE
		350.2	LOW & HIGH ALTITUDE
	DECATUR	281.5	LOW ALTITUDE
		335.6	LOW ALTITUDE - DISCRETE
	EDNA	343.9	LOW ALTITUDE - DISCRETE
		369.9	HIGH ALTITUDE
	EFFINGHAM	290.4	HIGH ALTITUDE - DISCRETE
		346.4	HIGH ALTITUDE
	EMPORIA	269.2	LOW ALTITUDE - DISCRETE
		285.4	HIGH ALTITUDE
		323.2	LOW ALTITUDE
	FARMINGTON	291.7	LOW ALTITUDE - DISCRETE
		307.8	HIGH ALTITUDE
	GAGE	324.1	HIGH ALTITUDE
		379.2	LOW & HIGH ALTITUDE
	GARDEN CITY	269.4	LOW ALTITUDE - DISCRETE
		281.4	HIGH ALTITUDE
	HUTCHINSON	273.6	HIGH ALTITUDE
		353.9	HIGH ALTITUDE
		360.8	LOW ALTITUDE - DISCRETE
	KANSAS CITY	352.0	LOW & HIGH ALTITUDE
	KIRKSVILLE	269.3	HIGH ALTITUDE
		369.9	HIGH ALTITUDE
		370.9	LOW ALTITUDE - DISCRETE
	LIBERAL	290.8	LOW ALTITUDE - DISCRETE
	MANHATTEN	388.8	LOW ALTITUDE - DISCRETE
	MARION	269.5	LOW ALTITUDE - DISCRETE
	MT. VERNON	317.7	LOW ALTITUDE - DISCRETE
	NATOMA	307.8	HIGH ALTITUDE
		322.4	LOW ALTITUDE - DISCRETE
	OKLAHOMA CITY	291.7	LOW ALTITUDE - DISCRETE
	OLATHE	352.0	HIGH ALTITUDE
	PONCA CITY	317.6	HIGH ALTITUDE
		380.2	LOW ALTITUDE - DISCRETE
	QUINCY	319.9	LOW ALTITUDE - DISCRETE
	RICHLAND	317.5	LOW ALTITUDE - DISCRETE
		353.7	LOW ALTITUDE
	SALINA	363.2	LOW ALTITUDE - DISCRETE
	SEDALIA	285.6	LOW ALTITUDE - DISCRETE
	SPRINGFIELD	269.4	LOW ALTITUDE - DISCRETE
		290.5	HIGH ALTITUDE
	ST. CHARLES	269.6	LOW ALTITUDE - DISCRETE
		323.1	LOW ALTITUDE
		327.1	LOW ALTITUDE
	ST. JOSEPH	251.1	LOW ALTITUDE - DISCRETE
	ST. LOUIS	351.9	LOW ALTITUDE
		369.9	HIGH ALTITUDE
		380.2	LOW ALTITUDE - DISCRETE

F.A.A. UHF "CENTER" FREQENCIES

CENTER	LOCATION	FREQ	NOTES
	TOPEKA	279.5	HIGH ALTITUDE
		290.2	LOW ALTITUDE
		343.7	LOW ALTITUDE - DISCRETE
		369.9	HIGH ALTITUDE
	TULSA	371.9	HIGH ALTITUDE
		354.1	LOW ALTITUDE - DISCRETE
	VANDALIA	338.2	HIGH ALTITUDE - DISCRETE
LOS ANGELES	BAKERSFIELD	263.0	HIGH ALTITUDE
		317.7	LOW ALTITUDE - DISCRETE
		372.0	LOW ALTITUDE
	BALDWIN HILLS	277.4	HIGH ALTITUDE
		351.7	LOW ALTITUDE - DISCRETE
	BARSTOW	279.6	HIGH ALTITUDE
		284.7	LOW ALTITUDE - DISCRETE
		317.4	LOW ALTITUDE
		314.2	HIGH ALTITUDE
		351.9	HIGH ALTITUDE
	BLYTHE	278.5	LOW ALTITUDE - DISCRETE
		307.8	HIGH ALTITUDE
	BORON	283.6	HIGH ALTITUDE
	CEDAR CITY	346.3	HIGH ALTITUDE
		299.2	HIGH ALTITUDE
		306.3	HIGH ALTITUDE
		343.6	LOW ALTITUDE - DISCRETE
	JULIAN	261.5	HIGH ALTITUDE
		276.3	LOW ALTITUDE
		291.7	LOW ALTITUDE - DISCRETE
		307.8	HIGH ALTITUDE
		326.7	LOW ALTITUDE
		346.4	LOW ALTITUDE
		354.1	LOW ALTITUDE
	KEELER	283.6	HIGH ALTITUDE
		377.1	HIGH ALTITUDE
	LOS ANGELES	284.7	LOW ALTITUDE
		351.7	HIGH ALTITUDE
		269.5	LOW ALTITUDE - ARR/DEP U.S.
		285.5	LOW ALTITUDE - ARR/DEP U.S.
		285.6	LOW ALTITUDE - ARR/DEP U.S.
		291.7	LOW ALTITUDE - ARR/DEP U.S.
		307.8	HIGH ALTITUDE - ARR/DEP U.S.
		322.4	LOW ALTITUDE - ARR/DEP U.S.
		327.1	LOW ALTITUDE - ARR/DEP U.S.
		338.3	HIGH ALTITUDE - ARR/DEP U.S.
		343.7	HIGH ALTITUDE - ARR/DEP U.S.
		348.7	HIGH ALTITUDE - ARR/DEP U.S.
		350.3	LOW ALTITUDE - ARR/DEP U.S.
	MOUNT POTOSI	283.6	HIGH ALTITUDE
		377.1	LOW ALTITUDE - DISCRETE
	NELSON	314.2	LOW ALTITUDE - DISCRETE
		319.2	LOW ALTITUDE
		343.6	LOW ALTITUDE
	ONTARIO	346.4	LOW ALTITUDE
	RIVERSIDE	290.2	LOW ALTITUDE - DISCRETE
	SADDLE PEAK	285.5	LOW ALTITUDE
		351.8	LOW ALTITUDE
		354.1	LOW ALTITUDE - DISCRETE
	SAN LUIS OBISPO	269.5	LOW ALTITUDE - DISCRETE
		327.8	LOW ALTITUDE
	SANTA BARBARA	269.5	LOW ALTITUDE - DISCRETE
		277.4	HIGH ALTITUDE
		327.1	LOW ALTITUDE
		338.3	HIGH ALTITUDE
	SELIGMAN	282.3	HIGH ALTITUDE
		319.2	LOW ALTITUDE - DISCRETE
		323.2	HIGH ALTITUDE
	TONOPAH	377.1	LOW ALTITUDE

F.A.A. UHF "CENTER" FREQENCIES

CENTER	LOCATION	FREQ	NOTES
	TWENTYNINE PALMS (E)	282.3	HIGH ALTITUDE
		285.6	LOW ALTITUDE
	YUMA	278.5	LOW ALTITUDE
MEMPHIS	BRINKLEY	286.6	LOW ALTITUDE - DISCRETE
	COLUMBUS	320.4	LOW ALTITUDE
		363.2	HIGH ALTITUDE
		387.1	HIGH ALTITUDE
		269.4	LOW ALTITUDE - DISCRETE
		275.4	LOW ALTITUDE
	FAYETTEVILLE	269.0	LOW ALTITUDE - DISCRETE
		353.8	HIGH ALTITUDE
	FORT SMITH	398.9	LOW ALTITUDE - DISCRETE
	GRAHAM	285.5	HIGH ALTITUDE
		296.7	HIGH ALTITUDE
		381.4	LOW ALTITUDE - DISCRETE
	GREENVILLE	282.2	HIGH ALTITUDE
		290.4	LOW ALTITUDE - DISCRETE
		335.5	HIGH ALTITUDE
	GREENWOOD	290.4	LOW ALTITUDE - DISCRETE
	HARRISON	286.6	LOW ALTITUDE - DISCRETE
	HUNTSVILLE	307.0	LOW ALTITUDE - DISCRETE
	JACKSON	285.2	HIGH ALTITUDE
		380.3	LOW ALTITUDE - DISCRETE
	LOUISVILLE	282.1	HIGH ALTITUDE
		362.6	HIGH ALTITUDE
	MALDEN	350.3	LOW ALTITUDE - DISCRETE
	MC KELLAR	317.4	LOW ALTITUDE - DISCRETE
		354.0	HIGH ALTITUDE
	MEMPHIS	239.3	LOW ALTITUDE - DISCRETE
		306.9	LOW ALTITUDE
	MERIDIAN	263.0	LOW ALTITUDE
		285.4	HIGH ALTITUDE
		299.6	HIGH ALTITUDE
		323.0	LOW ALTITUDE - DISCRETE
		377.2	HIGH ALTITUDE
	NASHVILLE	317.6	LOW ALTITUDE - DISCRETE
		327.8	HIGH ALTITUDE
	NASHVILLE/JOELTON	263.1	LOW ALTITUDE - DISCRETE
	PADUCAH	231.1	LOW ALTITUDE
	PINE BLUFF	269.3	LOW ALTITUDE - DISCRETE
		281.4	HIGH ALTITUDE
	RUSSELLVILLE	348.7	LOW ALTITUDE - DISCRETE
	SHELBYVILLE	353.5	LOW ALTITUDE - DISCRETE
	SOUTH FULTON	379.2	LOW ALTITUDE - DISCRETE
	TUPELO	260.6	HIGH ALTITUDE
		252.7	LOW ALTITUDE - DISCRETE
	WALNUT RIDGE	257.6	HIGH ALTITUDE

Hope you enjoyed this month. See you next time...

73-

Denny

Regency "Scanner Answer" Giveaway

Here's your chance to win a complete monitoring package from Regency Electronics and Lunar Antennas. 18 scanners in all will be awarded, including a grand prize of the set-up you see above: the Regency HX1500 handheld, the Z60 base station scanner, the R806 mobile unit, and a Lunar GDX-4 Broadband monitoring/ reference antenna.

55 Channels to go!

When you're on the go, and you need to stay tuned into the action, take along the Regency HX1500. It's got 55 channels, 4 independent scan banks, a top mounted auxilliary scan control, liquid crystal display, rugged die-cast aluminum chassis, covers ten public service bands including aircraft, and, it's keyboard programmable.

Compact Mobile

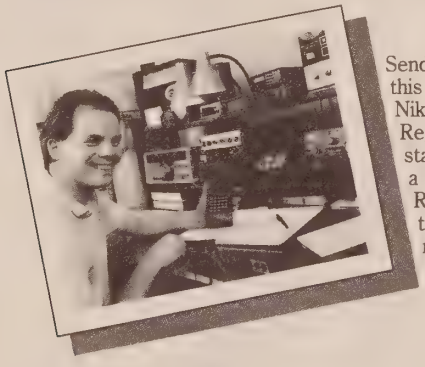
With today's smaller cars and limited installation space in mind, Regency has developed a new compact mobile scanner, the R806. It's the world's first microprocessor controlled crystal scanner. In addition, the R806 features 8 channels, programmable priority, dual scan speed, and bright LED channel indicators.

Base Station Plus!

Besides covering all the standard public service bands, the Regency Z60 scanner receives FM broadcast, aircraft transmissions, and has a built-in digital quartz clock with an alarm. Other Z60 features include 60 channels, keyboard programming, priority control, digital display and permanent memory.

Lunar Antenna

Also included in the grand prize is a broadband monitoring/reference antenna from Lunar Electronics. The GDX-4 covers 25 to 1300 MHz, and includes a 6 foot tower.



Send in a photo (like this one of Mike Nikolich and his Regency monitoring station) and receive a free gift from Regency. Be sure to include your name, address and phone number.

Regency® **ELECTRONICS INC.**
7707 Records Street
Indianapolis, IN 46226

Grand Prize (1 awarded)
1—Regency Z60 Base station scanner
1—Regency HX1500 Handheld scanner
1—Regency R806 Mobile scanner
1—Lunar GDX-4 Antenna

First Prize (5 awarded)
1—Regency Z60 Base station scanner
1—Regency R806 Mobile scanner

Second Prize (5 awarded)
1—Regency HX1500 scanner

Contest rules: Just answer the questions on the coupon, (all answers are in the ad copy) fill in your name and address and send the coupon to Regency Electronics, Inc., 7707 Records Street, Indianapolis, IN 46226. Winners will be selected from all correct entries. One entry per person. No purchase necessary. Void where prohibited by law. Contest ends June 30, 1987.

1. The Regency Z60 is
   ☐ a digital alarm clock ☐ an FM radio
   ☐ a scanner ☐ all of the above
2. The Regency R806 is the world's first _____ controlled crystal scanner.
3. The Regency HX1500 features
   ☐ 55 channels ☐ Bank scanning
   ☐ Liquid crystal display ☐ all of the above
4. The Lunar GDX-4 antenna covers ____ to ____ MHz.

Name: _____

Address: _____

City: _____ State: _____ Zipcode: _____

I currently own _____ scanners.

Brands owned: _____

PAID ADVERTISING

INTERNATIONAL

This column is for reporting 2-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to:

Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902

During this past month we picked up a new member living in Iran. He wrote to us asking for a copy of the Newsletter. He was sent a copy, and in addition I wrote telling a bit about us and asking about him. I was very surprised to receive an answer from him in about 20 days and even more surprised to learn that he had joined RCMA. I really can't tell you any more about him right now. He is living in a country that is at war and until we establish some ground rules of what we can and can not write about or ask or discuss, suffice it to say that we welcome Farid and look forward to a long relationship with many exchanges of information.

During the same period, we lost an old friend from the membership rolls. Yoop Koesman, our member in Bogor Indonesia has decided not renew his membership. While we have lost him as a member, we have not lost him as a friend and I am still in touch with him. We were able to get together a couple of times over the past several years when Yoop came through these parts on business. We spent a number of interesting and informative evenings with him talking about radios and life in Indonesia and generally comparing notes. It was a lot of fun.

****

Well, back to our German list:

MONCHEN-GLADBACH

85.355	02	Pf 'Rena'
85.835	01	Pf 'Ottokar'
86.355	10	Florian
86.935	10	LSHD 'Kater'
122.500	29	Info
123.800	29	Tower
148.370	14	Stadtwerke
150.250	22	Taxi
150.310	22	Taxi

MUNCHEN

134.510	29	UAC

NELLINGEN

397.800	30	Heliport

NEUSS

76.095	01	Pf
86.395	10	Florian

NIDEGGEN

173.560	02	Pf 'Inden' Porto

PIRMASENS

86.535	10	LSHD

RAMSTEIN

119.650	30	Departure Control
123.550	30	Tower
129.050	30	Departure Control
138.900	30	Approach
242.700	30	Approach
247.500	30	Approach
257.800	30	Tower
276.000	30	Approach
316.500	30	
338.50	30	
376.750	30	Approach
377.800	30	MAC/Airlift

RHEINE

86.215	02	Pf 'Banjo'
122.050	29	Eschendorf Info

RHEINE BENTLAGE

42.200	30	Tower
43.900	30	Metro
122.100	30	Tower

123.300	30	GCA
123.925	30	Approach Control
138.250	30	Tower
254.900	30	Approach Control
256.800	30	Tower
257.800	30	Tower
280.200	30	Tower
298.700	30	
381.800	30	Approach Control

SIEGBURG

77.910	16	GEB
85.215	10	DRK
86.355	10	Florian

SIEGEN

86.375	10	Florian

SOLINGEN

86.415	10	Florian

STUTTGART

125.050	29	Approach Control
130.000	29	Contactair
131.800	28	Speedbird Operations

VIERSEN

86.015	02	Pf 'Viktor'
86.375	10	Florian

WILDENRATH

122.100	30	Tower
130.500	30	Homer
242.500	30	Radar/Approach
244.600	30	Ground Service
257.800	30	Tower
259.150	30	GCA
264.400	30	Homer
297.350	30	Tower
337.850	30	
338.600	30	Homer
344.000	30	Homer
362.300	30	Approach
385.400	30	

WUPPERTAL

77.215	10	LSHD
85.175	10	DRK/Johannes
85.695	01	Pf 'Alex'
86.375	10	Florian
151.410	11	ADAC

This completes the list as sent to me by a monitor in the Netherlands. He received it from a friend in West Germany. Perhaps a bit more in the way of explanation of terms will be forthcoming from the German monitor. I will keep you informed.

****

While digging around in some old files, I found a five page listing of US military VHF stations. This is an old list- so old that I don't remember where or when I got it. I kind of think that it was probably a gift from our own George DuBois who has a lot of really super information such as this. Since most of the stations listed are from the GFR (West Germany), I think that I will start listing them here and continue next month with the remainder:

30.25	Friedrichfeld AHP	A	A/G
30.60	Augsburg AHP	A	A/G
	Coleman AAF	A	PTD
	Emery AAF	A	A/G
	Landstuhl AAF	A	A/G
	Ludwigsburg AAF	A	A/G
	Schweinfurt AAF	A	A/G
	Scwabisch Gmund AAF	A	A/G
30.75	Ausberg Hospital AHP	A	A/G 'Dustoff'
	Bad Cannstatt Hosp.AHP	A	A/G
	Darmstadt AAF	A	A/G
	Landstuhl Hospital AHP	A	A/G
	Nellingen AHP	A	A/G
	Nurmberg Hospital AHP	A	A/G
30.80	Baumholder AAF	A	Range Control
31.80	US Army Tower Common		
	Bad Kreuznach AAF		Heidelberg AAF
	Bad Tolz AAF		Hohenfels AAF
	Baumholder AAF		Illesheim AAF
	Coleman AAF		Kitzinger AAF
	Feucht AAF		Maurice Rose AAF
	Finthen AAF		Pirmasen AAF
	Frankfurt area AHP's		Schwabish Hall AAF

	Fulda AAF	Stuttgart	
	Goppingen AAF	Vilseck AAF	
	Grafenwohr AAF	Wertheim AAF	
32.40	Wildflecken AAF	A	Range Control
33.20	Baumholder AAF	A	Tower
	Boeblingen AHP (Stuttgart)	A	Operations
	Illesheim AAF	A	Tower
	Maurice Rose AAF	A	Tower
33.60	Feucht AAF	A	Tower
	Heidelberg AAF	A	Tower
33.70	Aschaffenburg AAF	A	A/G
	Babenhausen AAF	A	A/G
	Bad Hersfeld AHP	A	A/G
	Darmstadt AAF	A	A/G
	Giebelstadt	A	A/G
	Giessen AHP	A	A/G
	Wiesbaden AB	A	A/G
33.90	Lahr	CA	Operations
34.10	Finthen AAF	A	Weather

to be continued....

Abbreviations: A=Army AAF=Army Air Field A/G=Air to Ground
AHP=Army Heliport CA=Canadian Army PTD=Pilot to Dispatcher

Until next month.... TTFN pilot

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary Darcy, P.O. Box 1329, Palmdale, CA 93550

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above for a supply of forms. Foreign members do not need to include postage on envelopes. ALL MEMBERS must include their membership numbers.

The Marketplace editor can be contacted by electronic mail via the following services:

COMPUSERVE.....76566,1542	GENIE.....GMDARCY
THE SOURCE.....BDW292	MCI MAIL.....286-1087
DELPHI.....GMDARCY	TELEX.....6502861087
PEOPLE/LINK....GMDARCY	

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EDITOR'S COMMENT: Members sending me self addressed stamped envelopes will receive approximately four Marketplace AD request forms for each twenty-two cents of postage included on their envelopes. Members in foreign countries need not include postage. I will cover that cost myself. Also, RCMA members who subscribe to any of the above listed computer data services may send their ad requests by E-MAIL to me using the I.D./addresses indicated above. Please be sure that all the information asked for on the ad request form is contained in your message to me. Thanks!

==========

EDITOR'S COMMENT:

It has been asked why the Marketplace Ad Request Form must be used to place an ad in this column. Well, the form was started a few years ago as per a suggestion that was made to me by a U.S. Postal Inspector. It was created for YOUR protection. There are a few occasions when I will waive the use of the form, but the decision to do so is on an individual basis. Also, any request sent to me via the E-Mail services listed at the head of this column will be honored in lieu of the form.

Also, an apology is due to those of you who do not receive requested ad forms promptly. Except for the forms that are periodically printed in the Newsletter, I personally arrange for the printing of these forms myself. I will usually have about 200-300 printed at a time. I receive requests almost daily for these forms.

RCMA

Radio Communications Monitoring Association

MARKETPLACE EDITOR / P.O. BOX 1329 / PALMDALE, CA 93550-1329 U.S.A.

MARKETPLACE AD REQUEST FORM (020182)

Circle One: FOR SALE FOR TRADE WANTED

Name: _____ Membership Number: _____

Residence Address (no P.O. Boxes or R.R. Boxes, but an actual street address: ___

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Phone Number: (____) _____ - _____

Mailing Address (if different from residence address): _____

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Which of the following do you want included in your ad? (Check all that are desired):

___Residence Address ___Mailing Address ___Phone Number

Your Ad: Make/Manufacturer: _____

Model Number: _____ Asking Price: _____

Additional information to be included in ad: _____

_____

_____

I hereby agree to abide by the guidelines currently established for the MARKETPLACE column. Should I receive money from other members for goods and/or services that I am no longer able to provide, I will immediately return that money to that other member responding to my ad.

Date: _____ Signature: _____

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

RCMA

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Date: _____ Signature: _____

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

They are sent out and only a few ever seem to get used. Please, if you are going to request the forms, then use the forms. Don't hoard them.

Members have complained about their ads not being printed. If I don't receive it, it does not get printed. Also, if you are trying to buy, sell, or trade something that is not related to our hobby it will probably not be printed. I receive request all the time to run ads for CB equipment. Until I am instructed differently, this newsletter is not the place to run such ads.

As the Marketplace Editor I try to do the best job I possibly can, but I am not perfect. If I make mistakes or am slow in getting back to you, I am sorry. In addition to my responsibilities here, I am a letter carrier for the U.S. Postal Service, a Branch Officer with the National Association of Letter Carriers (AFL-CIO), and am active with a number of civic organizations. (02-05-87)

FOR SALE: Electra/Bearcat BC-100. Includes carrying case, rubber ducky, charger & ni-cad batteries. $130.00. Contact: DAN RAMOS (CA-OR-275), 319 - 8th St., Huntington Beach, CA 92648. (01-08-87)

WANTED: Older model Bearcat Weather Alert Radio (with flashing "alert"). Optional colored lenses that came with Robyn scanner will purchase scanner or just the lenses. Contact: DENNIS RUDA (NY-057), 42 Harry L Dr., Johnson City, NY 13790 or telephone 607-797-8357. (01-16-87)

FOR SALE: Bearcat BC-101. This scanner is broken and can't be fixed by the factory; the display diodes black out after running awhile. May be good for spare parts or if somebody can fix it. Will include instruction manual. $50.00. Will ship via UPS. Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (01-20-87)

FOR SALE: Regency ACT-R-106. 10-channel base crystal scanner; covers VHF Hi/Lo & UHF; original accessories and instruction booklet. Good condition. $50.00. Will ship via UPS. Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (01-20-87)

FOR SALE: Avanti AstroScan Tri-Band monitor antenna. New antenna; box was opened but antenna was not assembled. Antenna is about 10.5 ft. long; doesn't include cable or mounting pole. I live in an apartment and am unable to set up outside antenna; too big for inside. $30.00. Will ship via UPS. Contact: EDWARD KING (NJ-017), 14-31 Chandler Dr., Fair Lawn, NJ 07410. (01-20-87)

NEW PRODUCT REVIEW

This column is for reports on new products of interest to scanner listeners. Send reports on scanners, antennas, frequency publications and other products related to the hobby to:

James A. Abdu (GA-058), 1203 N. Crossing Way, Decatur, GA 30033

Hello, and welcome once again to the world of the New Product Review Column. I've received some great input from members and will get to that shortly. There are some new offerings from Regency which should be released soon, I'm sure they'll create a stir in the scanner market. I'll start with information on these new products.

Regency Electronics may shake up the scanner market and grab a good share with the products that are now in production and on the way to market. These products include the Informant (see FEB'87) and additional new models: TS-1 and TS-2.

The TS-1 and TS-2 appear to be refinements of earlier Regency models but with... TURBO-SCAN and ACCU-SEEK. Turbo scan allows the scanners to scan stored frequencies at a rate of 40 channels per second. Accu-Seek allows the scanners to search between two limits at a rate of 50 channels per second. Very impressive! The TS-1 and TS-2 have many features in common besides Turbo-Scan and Accu-Seek. These features include instant weather, channel 1 priority, vacuum flourescent display, rubber keyboard (backlighted for night use), permemant EAROM memory, and they come with telescoping antenna, AC adaptor, DC power cord and mobile mounting bracket.

The TS-1 scanner covers 11 bands in frequencies from 29-54MHz, 118-175MHz and 406-512MHz. It has 35 channels and three banks. The banks may contain any number of consecutive channels and may overlap each other. The TS-2 scanner covers the same ranges as the TS-1 in addition to the 800MHz band. The 800MHz band covers 806-950MHz continuous. The TS-2 has 75 channels and 6 memory banks.

The TS-1 and TS-2 scanners seem to have addressed problems with past models such as dim side-lights, slow scan/search speeds, and limited number of channels. These problems have been corrected and unique new features have been included, such as the illuminated keyboard. I am anxious to test and/or get reports on these units as they now appear to be the top of the line in reasonably priced scanners (although I have no specific pricing information yet).

It seemed like Radio Shack would get a good hold on the market with their Pro-2001 and Pro-2004 scanners but that's changed now. With the deletion of certain ranges from the 800MHz band R.S. scanners (825-845MHZ and 870-890MHZ) and the new features offered by Regency, it would seem that Radio Shacks' lead in the market will be loosened in favor of Regency. O.K. guys, now let's see these features on some hand-held scanners !!!!

I now have long awaited information on the ICOM R-7000 receiver. The following is a review by Aircraft column Editor, Darrel Charest(TX-103). Thanks for this, and past contributions, Darrel.

> As everyone knows the price on this and other Japanese manufactured radios have really increased in price during the past year. Not only that, but ordering early did not lock in the price. Early delivery, which we were all hoping for, might also have caused one problem in that receivers purchased before August 1, 1986 had a 90 day warrenty. Those acquired after that time were provided a full years guarantee. Having bought mine in July, it may be that I'm out of luck if I should have problems. So far however, the unit has performed very well.
>
> On to the R-7000.
>
> Here are some of the features that I like in the receiver.
>
> 1. Excellent sensitivity and selectivity. I hear stations now that I simply could not pickup on the Yaesu FRG-9600.
>
> 2. The scan speed is good. Not as fast as some, but considerably better than many other wide range receivers. The R-7000 scans about 8 channels per second in any mode at the highest scan rate.
>
> 3. There are a number of differing means of scanning programmed channels, and there are 99 useable memories. You may scan all of them. You may scan a selected number from 2 up to the 99 total. It is also possible to scan a particular mode, i.e. AM, FM, SB, etc. I find this useful in the aircraft band where using AM I can monitor both civil traffic on VHF and military on UHF.
>
> 4. The frequency step setting provides a choice from .1khz through 25khz with settings at .1, 1, 5, 10, 12.5 and 25khz. With this range, if you can hear it, you can zero it in.
>
> 5. The "S" meter is direct reading as apposed to a graphic display on the Yeasu FRG-9600. Not only that, the "s" meter can serve as a means of centering the frequency by switching to that function.
>
> 6. The R-7000 also provides a means of scanning and recording a

selected frequency range and uses up to 20 memories for this purpose. Not only that, when a channel has been entered into the memory it will be skipped on succeeding scans so that you won't write the same frequency more than once. With this capability, it is possible to program your band and leave it for any period of time then return to see what channels have been active.

7. It is easily programmed to skip a carrier that might ordinarily contain no audio. Moreover, it works as advertised. The FRG-9600 advertised this function, but it simply didn't work.

8. The tuning dial is designed so that it rotates effortlessly by using one finger. By watching the signal indicator you can scan a particular band or the whole spectrum at an unbelievable rate. So when you are looking for known or unknown channels you can really zip through them.

Although the receiver doesn't have many drawbacks, the one that I find most irratating is the fact that it doesn't have a delay feature that will hold the channel for a given number of seconds to allow you to hear the conversation until its terminated. There are some features in the delay section that permit 5 and 15 seconds of delay, but at the end of these periods the scanner will resume whether or not signals are being received.

The priority feature doesn't serve much purpose either or I haven't learned in 6 months how to use it. (This may be the case) But so far I haven't used it except to try to determine how it operates.

So much for the negative aspects of the unit.

Without question the R-7000 is a superb receiver, and in my opinion well worth the price I paid for it. ($950) Not only that, if I had the capability of installing an outside antenna, I would buy the ICOM R-71A receiver which covers the spectrum below 30mhz. But then perhaps its better that I can't because my wife might be giving me static on the investment I would have in the hobby.

Next month I'll have a review of the Regency HX-2200 sent in by H. Irvin Smith (TX-022), a review of the Radio Shack Pro-2011 by Matt Leuthard (CALA-669) and a review of the Radio Shack Pro-2004 by Robert S. Anderson (OR-071).

Take Care...

Jim Abdu

NEWS MEDIA COMMUNICATIONS

This column is for reporting frequency and radio systems information of news media. Send related reports and questions on newspaper, radio, television, magazine, film production companies, etc. to:

Allen G. Henney, MD-069, 6912 Prince Georges Ave, Takoma Park, MD 20912

FIRST, THIS MONTH WE HAVE THIS FREQUENCY LIST FROM ARNAUD MILNER (LA Ø45) WHO SENDS US A FREQUENCY LIST FOR THE NEW ORLEANS AREA. ARNAUD'S INFORMATION IS VERY MUCH APPRECIATED AS WE HAVE LITTLE INFORMATION FOR NEW ORLEANS. ARNAUD WOULD LIKE TO BE CONTACTED BY MEMBERS WHO ARE INTERESTED IN THE NEW ORLEANS AREA MEDIA. HIS ADDRESS IS;

ARNAUD MILNER (LA Ø45)
3708 N. TURNBULL DR.
METAIRIE, LA 70002

NEW ORLEANS, LA AREA MEDIA

METRO SCAN AIRPLANE 455.450 (F1) & 455.850 (F2)
TIMES PICAYUNE 173.375, 452.975 & 453.000
WDSU (TV6) 450.1125
WRNO RADIO (FM99.5) 450.075
WVUE (TV8) 450.5125
WWL (TV4) 173.325 & 450.2125
UNKNOWN TV STATIONS 450.325, 450.4125 & 455.4125

THANKS ARNAUD, FOR THOSE GREAT FREQUENCIES.

NORTHERN CALIFORNIA FREQUENCY COORDINATING COMMITTEE
(frequencies below 2Ghz)
for info contact KEVIN PARRISH at
Post Office Box 22216 San Francisco, California 94122
---NOT FOR SALE---

8-May-1986
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USER	LOCA	USE	DESG	MO	FREQ	INPUT	CO L	NOTES	FCC	ID
KSCO-AM / FM	SALINAS	RB	RESERVED		450.0750		MO V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	5455
	SALINAS	RB		S	450.3875		MO V	KA-88554	BA	4601
	SALINAS	RB	RESERVED		455.0500		MO V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	6111
	SALINAS	RB	RESERVED		455.0750		MO V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	5456
	SALINAS	RB		S	455.3875		MO V	KA-88554	BA	5058
KSFO-AM	SANTA CRUZ	RB	DATA	S	450.9800		SZ V		BA	6159
	SAN FRANCISCO	RB	PRIMARY CH	R	450.5875		SF V	KAY-426 (YZ)	BA	0113
	SAN FRANCISCO	RB		S	450.6500		SF V	KPG-734	BA	5465
	SAN FRANCISCO	RB		S	450.7000		SF V	KPG-734	BA	5463
	SAN FRANCISCO	RB		S	450.8500		SF V	KPG-734	BA	5461
	SAN FRANCISCO	RB		S	450.9250		SF V	KPG-730	BA	5459
	SAN FRANCISCO	RB	MOBILE RPT	R	455.5875	170.1500	SF V	PAC-PL MOBILE REPAETERS (YZ)	BA	5128
	SAN FRANCISCO	RB		S	455.6500		SF V	KPG-734	BA	5464
	SAN FRANCISCO	RB		S	455.7000		SF V	KPG-734	BA	5462
	SAN FRANCISCO	RB		S	455.8500		SF V	KPG-734	BA	5460
	SAN FRANCISCO	RB		S	455.9250		SF V	KPG-730	BA	5458
KSJC-FM *NC	STOCKTON	RB		S	450.8500		SJ V	KR-4970	BA	4949
	STOCKTON	RB		S	455.7500		SJ V	KR-4970	BA	4950
KSJO-FM	SAN JOSE	RB		S	450.3500		SC V	KMM-788 (REPORTED NOT IN USE)	BA	5071
	SAN JOSE	RB	EBS LINK	S	450.8500		SC V		BA	5070
KSKK-FM	SACRAMENTO	RB	DATA	S	450.0100		SA V	KPJ-559	BA	5750
	SACRAMENTO	RB		S	450.0500		SA V	KRJ-521	BA	4725
	SACRAMENTO	RB		S	450.1500		SA V	WYR-223	BA	4996
KSOL-FM	SAN MATEO	RB	DATA	S	455.0200		SM V	APPLICATION 7-85	BA	5696
KSRO-AM	SANTA ROSA	RB	FREQ-1	S	450.0500		SN V	KVV-753 KGZ-500 ALSO USED BY O.E.S.	BA	0659
	SANTA ROSA	RB	FREQ-2	S	450.3500		SN V	KVV-753 KGO-603	BA	0678
	SANTA ROSA	RB	MOB RPTR	R	455.5500	450.3500	SN V	KVV-753	BA	5073
	SANTA ROSA	RB	PRIMARY	S	455.5500		SN V	KVV-753 KGZ-500	BA	0729
KSTS-TV	SAN JOSE	RB		R	450.1125		SC V		BA	3369
	SAN JOSE	RB		R	450.3125		SC V		BA	5989
KSUE-AM / FM	SUSANVILLE	RB		S	450.3500		LS V	APPLICATION 7-85	BA	5697
KTEH-TV *NC	SAN JOSE	RB		R	450.1125		SC V	KFE-704	BA	0662
	SAN JOSE	RB		R	450.3125		SC V	KFE-704	BA	5990
KTHO-AM	SOUTH LAKE TAHOE	RB		S	455.5500		ED V	KL-4266	BA	4952
KTOM-AM / FM	SALINAS	RB		S	450.7500		MO V		BA	5381
	SALINAS	RB		S	450.8500		MO V		BA	5380
KTRB-AM										

Please call any errors or omissions to the attention of the frequency coordinator at the above telephone number.

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---NOT FOR SALE---

USER	LOCA	USE	DESG	MO	FREQ	INPUT	CO	L	NOTES	FCC	ID
	MODESTO	RB		S	450.9250		SJ	V	KPE-559	BA	4623
	MODESTO	RB	DATA	S	450.9900		SJ	V	APPLICATION 7-85	BA	5700
	MODESTO	RB		S	455.9250		SJ	V		BA	4624
KTVU-TV											
	OAKLAND	RB	NEWS DEPT	R	450.1500	455.2500	AL	V	KLI-921	BA	0665
	OAKLAND	RB	RESERVED		450.3375		AL	V	NEW BAND PLAN (PROPOSED OPERATIONS)	BA	3305
	OAKLAND	RB	RESERVED		450.3625		AL	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	4486
	OAKLAND	RB	WIRELESS M	S	450.7000		AL	V	WIRELESS MICROPHONE (BILL MOORE)	BA	4869
	OAKLAND	RB	WIRELESS M	S	450.9000		AL	V	WIRELESS MICROPHONE (BILL MOORE)	BA	4870
	OAKLAND	RB	RESERVED		455.3375		AL	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	3306
	OAKLAND	RB	RESERVED		455.3625		AL	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	4489
KTXL-TV											
	SACRAMENTO	RB	NEWS	R	450.2500		SA	V	KYY-240	BA	0672
	SACRAMENTO	RB		R	450.4500		SA	V	LICENSED BUT NOT IN USE	BA	0683
KUBB-FM											
	MARIPOSA	RB	PRIMARY	S	450.6500		MP	V	KA-21474	BA	2023
	MARIPOSA	RB	BACK-UP	S	450.7000		MP	V	KA-21474	BA	2024
KUBO-FM *NC											
	CHUALAR	RB	DATA	S	450.0100		MO	V	KES-314	BA	0656
KUIC-FM											
	VACAVILLE	RB	MARTI	S	450.9250		SO	V		BA	5226
	VACAVILLE	RB	MARTI	S	455.9250		SO	V		BA	5468
KUOP-FM *NC											
	STOCKTON	RB		S	450.9250		SJ	V	KA-44296	BA	3325
	STOCKTON	RB		S	455.9250		SJ	V	KA-44296	BA	4958
KVIE-TV *NC											
	SACRAMENTO	RB	PROPOSED		450.1750		SA	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	6124
	SACRAMENTO	RB		R	450.5875		SA	V	WZZ-737,KA-74992	BA	0687
	SACRAMENTO	RB	PROPOSED		455.1750		SA	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	6125
KWAV-FM											
	MONTEREY	RB	DATA	S	455.0100		MO	V		BA	6013
KWG-AM											
	STOCKTON	RB		S	450.7000		SJ	V		BA	5712
KWOD-FM											
	SACRAMENTO	RB	DATA	S	450.0200		SA	V	KQB-326	BA	2570
	SACRAMENTO	RB		S	450.4500		SA	V	KA-88917	BA	4639
	SACRAMENTO	RB		S	450.8500		SA	V	KA-88917	BA	4637
	SACRAMENTO	RB	DATA	S	455.0200		SA	V	KQB-326	BA	4960
	SACRAMENTO	RB		S	455.4500		SA	V	KA-88917 (NOT IN USE)	BA	4636
	SACRAMENTO	RB	DATA	S	455.9900		SA	V	KQB-326	BA	4890
KXOA-AM / FM											
	SACRAMENTO	RB	FM DATA	S	455.0100		SA	V	KPE-619	BA	4642
KXTV-TV											
	SACRAMENTO	RB	PROPOSED		450.1500		SA	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	6122
	SACRAMENTO	RB	ENG SET-UP	R	450.3875		SA	V	KFC-581,KFB-445	BA	0680
	SACRAMENTO	RB	NEWS	R	450.6500		SA	V	KQV-757,KQV-758	BA	0706
	SACRAMENTO	RB	NEWS	S	450.7500		SA	V	KQV-757	BA	5214
	SACRAMENTO	RB	PROPOSED		455.1500		SA	V	NEW BAND PLAN (PROPOSED FREQUENCY)	BA	6123
KYA-FM											

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(frequencies below 2Ghz)
for info contact KEVIN PARRISH at
Post Office Box 22216 San Francisco, California 94122
---NOT FOR SALE---

USER	LOCA	USE	DESG	MO	FREQ	INPUT	CO L	NOTES	FCC	ID
	SAN FRANCISCO	RB		R	450.5875		SF V KAY-426	(YZ)	BA	5136
	SAN FRANCISCO	RB		S	450.6500		SF V KPG-734		BA	5487
	SAN FRANCISCO	RB		S	450.7000		SF V KPG-734		BA	5485
	SAN FRANCISCO	RB		S	450.8500		SF V KPG-734		BA	5483
	SAN FRANCISCO	RB		S	450.9250		SF V KPG-730		BA	5480
	SAN FRANCISCO	RB	MOBILE RPT	R	455.5875	170.1500	SF V PAC-PL MOBILE REPEATERS	(YZ)	BA	5137
	SAN FRANCISCO	RB		S	455.6500		SF V KPG-734		BA	5486
	SAN FRANCISCO	RB		S	455.7000		SF V KPG-734		BA	5484
	SAN FRANCISCO	RB		S	455.8500		SF V KPG-734		BA	5482
	SAN FRANCISCO	RB		S	455.9250		SF V KPG-730		BA	5481
KYUU-FM										
	SAN FRANCISCO	RB		S	450.2500		SF V KSX-926		BA	2578
	SAN FRANCISCO	RB		R	450.3875		SF V KPE-596		BA	3368
KZAP-FM *NC										
	SACRAMENTO	RB		R	450.7500		SA V		BA	5138
KZFR-FM										
	SOUTH LAKE TAHOE	RB		S	455.5500		ED V KL-4266		BA	4962
KZSI-FM										
	SANTA ROSA	RB		S	450.1125		SN V KPE-700		BA	3659
	SANTA ROSA	RB		S	450.1875		SN V KPE-700		BA	3660
	SANTA ROSA	RB		S	450.7000		SN V		BA	3661
	SANTA ROSA	RB	PROGRAM	S	450.9250		SN V KA-95367		BA	3662
	SANTA ROSA	RB	MOBILE RPT	S	455.1125		SN V KPE-700		BA	4965
	SANTA ROSA	RB		S	455.1875		SN V KPE-700		BA	4964
	SANTA ROSA	RB	MOBILE RPT	S	455.9250		SN V KA-95367		BA	5087
METRO TRAFFIC										
	SAN FRANCISCO	RB	RESERVED		450.0625		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	5614
	SAN FRANCISCO	RB		S	455.0625		SF V OPERATIONAL AS OF 5-1-86		BA	5753
	SAN FRANCISCO	RB	RESERVED		455.0625		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	5615
N.C.F.C.C.										
	SAN FRANCISCO	RB	DATA		450.0100		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	5755
	SAN FRANCISCO	RB	DATA		450.0200		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	5756
	SAN FRANCISCO	RB	RESERVED		450.0375		SF V ***********RESERVED***********		BA	4975
	SAN FRANCISCO	RB	EXISTING		450.0500		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6016
	SAN FRANCISCO	RB	PROPOSED		450.0625		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6054
	SAN FRANCISCO	RB	PROPOSED		450.0750		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6056
	SAN FRANCISCO	RB	EXISTING		450.0875		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6018
	SAN FRANCISCO	RB	PROPOSED		450.1000		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6058
	SAN FRANCISCO	RB	EXISTING		450.1125		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6020
	SAN FRANCISCO	RB	PROPOSED		450.1250		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6060
	SAN FRANCISCO	RB	PROPOSED		450.1375		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6062
	SAN FRANCISCO	RB	EXISTING		450.1500		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6022
	SAN FRANCISCO	RB	PROPOSED		450.1625		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6064
	SAN FRANCISCO	RB	PROPOSED		450.1750		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6066
	SAN FRANCISCO	RB	EXISTING		450.1875		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6024
	SAN FRANCISCO	RB	PROPOSED		450.2000		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6068
	SAN FRANCISCO	RB	EXISTING		450.2125		SF V NEW BAND PLAN (EXISTING FREQUENCY)		BA	6026
	SAN FRANCISCO	RB	**********		450.2250		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6070
	SAN FRANCISCO	RB	PROPOSED		450.2375		SF V NEW BAND PLAN (PROPOSED FREQUENCY)		BA	6072

Please call any errors or omissions to the attention of the frequency coordinator at the above telephone number.

This month's column has concluded with the list sent to us by Kevin James Parrish. If you have any frequencies that are used by any ABC affiliate TV or radio station, please send them to Kevin at:

Kevin James Parrish, P.O. Box 22216, San Francisco, CA 94122

GOOD NEWS AND GOOD SCANNERING...

PUBLIC SAFETY

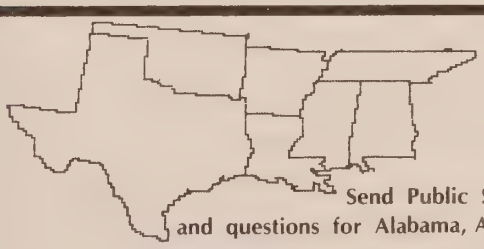
This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for poilice, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may no be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future	
10-18	Urgent	assignment by APCO. User option 10-40 upward.	



PUBLIC SAFETY - SOUTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas to

Ed Lentz, 609 Yorkshire, Pasadena, TX 77503-1450

GEnie - ELENTZ DELPHI - THISARSE COMPUSERVE - 72645,172

Hello and welcome to Public Safety - South Central. This being the April issue, I should follow the lead of other editors of other magazines and have some kind of joke article or something. Since space is short and I have lots of information to pass on I won't do that. Instead, I refer you to the February issue of RCMA, page 6. Read the letter from Bob Horvitz as he explains some of the new laws of the Electronic Communications Protection Act.

By now I am sure most of you have heard about or seen the new Radio Shack PRO-2004. I have to give Radio Shack buyers a tip of the hat for that jewel. It's most likely one of the best radios they ever sold and I think it will rank among the best from anyone. It scans fast, excellant sensitivity with good image rejection, and 300 channels. WOW! If only they hadn't put the diode on the back of PC-3 board to cancel out the 825.000 - 844.995 and 870.000 - 889.995 frequencies.

This month I had hoped to have something on the Highway Patrols from

all the states. Well folks, just like usual, nothing. I have received some information on Tennessee and Alabama along with tidbits from other areas. I hope to pass on all that I have received. Let me say now, if I owe you a letter and you haven't received one, my apologies. I am somewhat slow in getting letters written but should be correcting that real soon. I have been working on the database for Texas and it is almost finished. Will be taking a short break and will start on the states covered by this column. Of course they will be available to all for postage. I do need information from all areas as soon as I can get it so the list will be complete.

Received an article from Andrew (AL-025) regarding the newest type communications for the Birmingham area EMS units. Since the present HEAR system is overcrowded as in most large cities and the Radio Telephone Switching System is not working as had hoped they have gone to Cellular Phones. This is apparently a new trend for Public Safety officials as they are doing it here in the Houston area and others. From what I gather, it's not for privacy but quality of communications at a lesser cost.

Brad (OH-138), our Dallas/Ft Worth connection, sent an article on the new dispatch system for the City of Arlington. This really hits home as I was working for the company that installed their radio system in 1965. Anyway, from the article it appears that every department in the city will be on a common trunked system. You know, the kind that when a police officer is in trouble and needs to use his radio really bad he keys up, waits for the radio to answer back, then he can continue with his conversation. Some of the frequencies that I have listed for Arlington Texas are:

WNDW499	811.4875 - 856.4875	813.7125 - 858.7125
	811.7125 - 856.7125	814.4875 - 859.4875
	812.4875 - 857.4875	814.7125 - 859.7125
	812.7125 - 857.7125	815.4875 - 860.4875
	813.4875 - 858.4875	815.7125 - 860.7125

I don't know if these are correct or not Brad. You will have to get one of those new 800 MHz radio now. Run down to Tandy Center and see if they have any samples left of their new radio.

Brad also sent some other changes for his area. They are:
...North Richland Hills PD unit 150 and 200 are Outlet Mall Security and unit 700 in Animal Control
...Meissner Brown Ambulance is on 155.400
...Regional Ambulance is on 155.235
...Fort Worth PD has changed Id's and they are:

A thru L	Patrol
S (SAM)	Traffic Units
U (UNION)	Tactical Officers
Y (YOUNG)	School Patrol, Parks & Marine, City Marshals, Medical Investigators
W (William)	Crime Scene Units, Plainclothes, Gang Units, Warrant Officers

...Captains ID as Commander 502 where the 5 is the radio channel and the 2 will indicate 2nd shift.
...Patrol Sgts Id as J250. Again the J indicating the district and the 2 indicating the 2nd shift.

Received a very good list from Wayne (AL-028) and will most likely have to wait till next month for that one. Sorry.

Now from one of my favorite states - Tennessee we have some more information from Curtis (TN-033).

SHERIFF DEPARTMENTS

155.250	Washington County F1
155.760	Washington County F2 DVP
155.640	Sullivan County Primary
155.940	Sullivan County Detectives & Chit-Chat
155.415	Carter County
154.785	Greene County
155.130	Unicoi County

155.580 Johnson County
155.580 Hancock County

Refer back to the October 1986 issue page 47 for the Police and Sheriff's 10-code. These are used by both the Tennessee Highway Patrol and the Sheriffs Departments. Curtis goes on to explain that the State Police use Motorola Micor Radios with dual/extended receivers - 110 watt units. They also have PAC RT units which allow them to use a portable while out of the vehicle and still have use of the 110 watt units instead of 5 watt Motorola portables

Tennessee Highway Patrol - District 5

Mobiles Tx	Mobiles RX	
F1 42.260	42.420	
F2 42.420	42.420	Car to Car
F3 42.560	42.560	
F4 42.360	42.360	Car to Car
F5 42.280	45.580	
F6 42.800	45.620	
F7 42.280	45.660	
F8 42.280	45.700	
42.420	Base - Fall Branch, Tennessee	
42.560	Base - Knoxville District 1	
155.505	Holston Mnt. Relay - Input 42.26	
159.090	Bays Mnt. Relay	

And this information on Johnson City Police Department.

154.725 Johnson City Police Dept.

SIGNALS	CODES	
1	1	Proceed Normally
2	2	Proceed Promptly
3	3	Use Emergency Warning Devices
4 Come to Headquarters	10	Burglar Alarm Sounding
6 Call by Phone		
7 Emergency - Serious Situation		
8 Meet Man/Woman		
9 Disregard		
10 Reckless Driver		
11 Wagon Call		
16 Investigate Trouble		

Hopefully the Johnson City Tennessee 10-Code will also appear on a nearby page.

Now to finish up, the last of the information that was sent in several months ago by Ken (TX-03).

JOHNSON CITY PUBLIC SAFETY DEPARTMENT

10-1 Receiving Poorly	10-31 Hit on 10-29;Is it Safe to Copy?
10-2 Receiving Well	10-32 Is Intoximeter Available?
10-3 Stop Transmitting	10-33 Emergency Traffic - Clear Radio Network
10-4 Acknowledgement	
10-5 Relay this info to:	10-34 Offficer in Trouble (location)
10-6 This unit busy	10-35 Confidential Information
10-7 Out of Service/Shift Transfer	10-36 Correct Time
10-8 In Service & Operational	10-37 Operator on Duty?
10-9 Repeat - Did not copy	10-38 Request Back-Up
10-10 Out of Service/Subj to call	10-39 Request C.I.D. Inspector
10-11 Dispatching too rapidly	10-40 No Units Available
10-12 Officals or Visitors Present	10-41 Domestic Disturbance
10-13 Advise Road/Weather conditions	10-42 Loud Party
10-14 Escort or convoy	10-43 Want Officer for Investigation
10-15 Have prisoner in Custody	10-44 Stolen Vehicle
10-16 Transport Subject	10-45 Auto Accident - Property Damage
10-17 Pick up Papers/Items	10-46 Auto Accident - Personal Injury
10-18 Complete present assignment quickly	10-47 Send Ambulance - What Code?
	10-48 Send Wrecker
10-19 Advise Traffic conditions	10-49 D.U.I Suspect
10-20 Advise Location	10-50 No Traffic
10-21 Animal Call/Dogs Barking	10-51 Shooting/Stabbing
10-22 Meal Break	10-52 Armed Robbery/ Strong Armed Robbery
10-23	
10-24 Field Interview	10-53 Burglary
10-25 Do you have Contact with _____?	10-54 Larceny
10-26 Request Zone Change	10-55 Kidnapping
10-27 Check Driver License Status	10-56 Rape
10-28 Check Full Registrations	10-57 Assault
10-29 Check for Stolen or Wanted	10-58 Public Drunkeness
10-30 Does Not Confrom to Rules and Regulations	10-59 Mentally Disturbed Person
	10-60 Missing Person

10-61 Suspicious Person
10-62 Suspicious Vehicle
10-63 Prowler
10-64 Shoplifting
10-65 Trespassing/Unwanted Guest
10-66 Bomb Threat
10-67 Hostage Situation
10-68 Barricaded Subject
10-69 Weapon Involved
10-70 Dead On Arrival (D.O.A.)
10-71 Send Coroner
10-72 Riot
10-73 Road Block
10-74 Blood Run
10-75 Plane Crash
10-76 Do You Have Traffic For __?
10-77 Radio Repair
10-78 Vehicle Repair/Service
10-79 Car Wash at _____?
10-80 Fire
10-81 Traffic Stop
10-82 Stopping Suspicious Vehicle
10-83 Motorist Assist
10-84 Assist Citizen
10-85 Serving Warrant
10-86 Abandoned Vehicle
10-87 Improperly Parked Vehicle
10-88 Obstruction of Roadway
10-89 Disabled Vehicle
10-90 Send Fire Apparatus - Non-Emergency
10-91 Rescue Unit
10-92 Helicopter
10-93 Tactical Unit
10-94 Request Chaplain
10-95 K-9 Unit
10-96
10-97 Arrived at Scene
10-98 Finished Last Assignment
10-99 Out at Court
10-100 Use of Facility

Llano County

(Note: most all of the following information is unconfirmed. Please help verify. That which is verified is marked with a "*". Info gathered from POLICE CALL and the FCC microfiche license files and off the air listening)

Sheriff Office
Ch 1 *154.815 R KVN 679 SO primary Dispatch (155.430 in)
Ch 2 none
Ch 3 154.950 Intercity mobile
Ch 4 155.370 KVN 680 Intercity base

*154.430 R KNBF 238 Llano Co. Fire & EMS ch - SO dispatched (Kingsland EMS & Tow VFD/EMS)
155.340 S KKV 649 Llano Co. Hosp - hosp to amb ch (not confirmed if SO can xmit)
463.025 R WRA 480 Llano Co. EMS - UHF MED ch's (not confirmed if SO can xmit)

Unit numbers: 740's = Sheriff units; 720's = Llano PD; 730's = other misc. units.

(Note: a few Wilson synthesized units are known to exist among some of the personnel.)

Fire Ch's - ?dispatched by SO
(note: except first ch., none confirmed)

Ch 1? *154.430 R KNBF 238 Llano Co. Fire & EMS ch (?154.070 in?) (Kingsland EMS & Tow VFD/EMS)
Ch 2? 154.310 S? KNBF 238 ?fireground ch? Llano VFD ch? (unconfirmed)
Ch 3? 154.280 S KNBF 238 (future) Area mutual aid

154.145 S KKP 834 Kingsland VFD pager? dispatch & fireground?
154.175 S KKL 881 Tow VFD pager? dispatch & fireground?
154.175 S KNIF 523 Tow, city of

EMS & Hosp Ch's (note: all unconfirmed)
155.340 S KKV 649 Llano Co Mem Hosp - Hosp to amb ch?
463.025 R? WRA 480 UHF MED ch's - use?
154.430 R KNBF 238 Kingsland EMS, Tow EMS

Note: Horseshoe Bay EMS dispatched by/on Burnet Co. Fire & EMS Channel = 154.415 R.

Local Govt Ch's (note: all unconfirmed)
153.920 S KNBD 630 County Road Crews
37.180 S KKO 941 ?County Road Crews (no longer used?)
37.100 S KKT 619 Llano city LG

151.745 S KNCM 332 Kingsland Water Supply (?private co.)

State Govt Ch's

Texas Parks & Wildlife Dept --
Ch 1 159.270 R P&W rptr - game wardens

151.340 S KNDZ 324 Enchanted Rock State Park

State Comptroller's Office --
453.400 R WXP 439 Comptroller's Office (xmtr = Buchanan Dam)

State Dept of Highways & Public Transportation --
Ch A 47.180 S KBS 333 Base to mobile (station 103)
Ch B 47.060 S KBS 333 Base to base (station 103)
also licensed 47.020, 47.080

Lower Colorado River Authority KKC 656 (Llano);KNEN 295 (Kingsland)
Mobile's Channelization:

CH	RX	TX	use:
A	48.00	48.00	Mobile to mobile system wide
B	48.00	47.98	Mobile to base system wide (w/ phone patch in select areas)
C	47.96	47.96	Line construction crews system wide
D	48.02	48.02	Retail market operations (San Marcos, Kerrville, Bay City)
E	47.88	47.88	Coop Emergency (interface with regional cooperatives)
F	48.12	47.94	Phone patch 1 (?in select areas)
G?	47.82	48.28	Phone patch 2 (Austin)

UHF calls: WQT 243/5 Llano; KNBS 777 (Kingsland)
UHF 1 451.100 R ?Pagers, admin.?
UHF 2 451.200 R ?Engineers, surveyors, admin.

LCRA ?telemetry channels and locations:
(unconfirmed)
406.125 KNDC 977 Llano
406.125 KNDC 979 Kingsland
406.175 WNBU 304 Kingsland/Llano
406.175 WNBU 303 Buchanan Dam
412.625 KNDC 981 Kingland

Mason County

Sheriff Office

Ch 1 155.640 R KYL 800 SO primary (154.650 in)
Ch 2 none
Ch 3 154.950 Intercity mobile
Ch 4 155.370 KYL 800 Intercity base

Unit numbers: 1 & 2 = Sheriff units; 3 & 4 = Mason PD; 14 & 15 = Mason VFD.

Fire Depts
37.180 S ?call ?possible VFD dispatch (unconfirmed)

EMS Ch's

155.640 SO primary used for coordination w/ SO
154.950 M intercity used for coordination w/ law enforcement
? 155.340 M used for coordination w/ other hosp. (not certain about this)
* 464.100 R WXT 952-954 Mason Mem. Hosp.
* 464.100 R WXT 949-951 Mason Funeral Home

* Note: Community business rptr. Shared with others.)

Local Govt Ch's

155.040 S KBT 459 Mason city LG
37.180 S WNBY 973 Mason County SKYWARN Spotters

State Govt Ch's

Texas Parks & Wildlife Dept --
Ch 1 159.270 R P&W rptr - game wardens

State Dept of Highways & Public Transportation --
Ch A 47.180 S KKT 875 Base to mobile (Station 104)
Ch B 47.060 S KKT 875 Base to base (Station 104)
also licensed 47.020, 47.080

Lower Colorado River Authority KNCA 301 (Mason)
Mobile's Channelization:

CH	RX	TX	use:
A	48.00	48.00	Mobile to mobile system wide
B	48.00	47.98	Mobile to base system wide (w/ phone patch in select areas)
C	47.96	47.96	Line construction crews system wide
D	48.02	48.02	Retail market operations (San Marcos, Kerrville, Bay City)
E	47.88	47.88	Coop Emergency (interface with regional cooperatives)
F	48.12	47.94	Phone patch 1 (?in select areas)
G?	47.82	48.28	Phone patch 2 (Austin)

UHF 1 451.100 R WQT 242 ?Pagers, admin.?
UHF 2 451.200 R WQT 242 ?Engineers, surveyors, admin.

LCRA ?telemetry channels and locations:
406.125 KNDC 978 Mason

PUBLIC SAFETY NORTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows—Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota:

Michael W. Scheel, RR#1 Box 221 Walcott, IA 52773-9550

Welcome to the April column. The contributions are starting to trickle in. We have a county profile from John KS-036 for Butler County,Part One is in here. From the Minnesota Radio Hobbyist's for Minnsota State government radio systems. And from my part of the area I have a profile of the Bettendorf Fire Dept.

IOWA

Bettendorf Iowa Fire Department

Bettendorf is a city of about 28,000. Mainly residential with some industry along the Mississippi river. Interstate 80 runs through the north part of the city Interstate 74 crosses the river at the soutwest part of the city. The department is a paid/volunteer force of 30 firefighters. Currently there is one firefighter on duty per shift. There is now a full-time paid Fire Chief. Currently there is two stations. The main station is part of City Hall and has most of the equipment. The second station is a small 2-bay building in the west central part of the city. Recently the new Fire Chief has ask the city council for $263,000 to convert the second station to the main station. And the the city hall would be an unmanned station. He is also asking for 2 more paid firefighters for 2 per shift. In the future a third station built in the east part of the city. also a purchase of a ariel truck is proposed.

The eastern half of the city is covered by the Pleasant Valley Volunteer Fire Dept. whos station is just outside of the city limits. PVVFD is part of Fire District #1. PV VFD only responds to structure fires insides Bettendorf.

Radio Frequencies

155.805	155.805	BM	Bettendorf Fire
154.220	154.220	BM	Pleasant Valley VFD

City Hall Station

Pumper (1,500 gpm w/55' squirt)
Pumper (750 gpm)

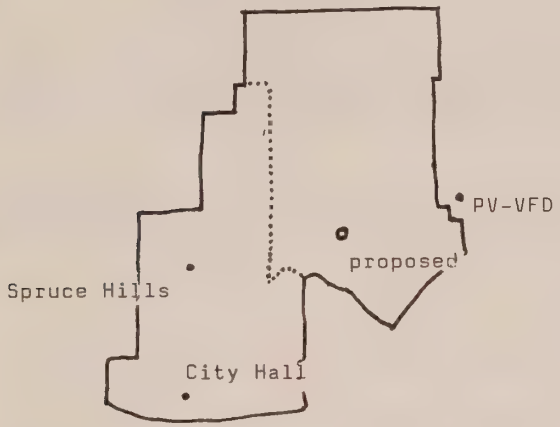
PV is dispatched by the Bettendorf Police dispatcher as is BFD.

Bettendorf recently started 911 service.

Pumper (750 gpm)
Brush truck
Emergency Van *
Rescue Van (w/Jaws of Life)

Spruce Hills Station

Pumper (250 gpm)
Tanker (1,000 gal.)



* the emergency van is authorized to carry noncritical patients. Who have been checked by a paramedic.

Kansas

Part one of Bulter County Profile by John (KS-036).

State Frequncies

39.460	KS KHP	KFZ915		KS Intersystem	S	Wichita
39.580	KS KHP	KFZ915		KS Intersystem	S	Wichita
44.820	KS KHP	KA5431		Div.5 M>B	H,M	
44.980	KS KHP	KFZ915		Div.5 HQ B>M	H,B	Wichita
44.980	KS KHP	KA5431		Div.5 M<>M	S	
45.140	KS KHP	KFZ915		Div.5 HQ B<>AIR<>OPS.	S	Wichita
154.905	KS KHP/KTA	KAI975		Div.7 B<>M	R	Eldorado
158.910	KS KHP/KTA			input>KTA RPTR.SYS.	I	
47.120	KS DOT		F2	Div.5 M>B	H,B	
47.180	KS DOT	KAJ299	F1	Div.5 B>M	H,B	Eldorado
151.085	KS DOT/KTA			KTA DOT & OPS. B<>M	R	Eldorado
159.920	KS DOT/KTA			Input > KTA RPTR.SYS.	I	
155.310	KS ST.PRIS	KNBS828		Honor Camp Base	S	Eldorado
453.275	KS ST.Park			Eldorado Park.	R	Eldorado

We will more of Butler county next month.

MINNESOTA

Also this month we start a multipart record of Minnesota state government radio frequncies. From the Minnesota Radio Hobbyists. For more information about the group write M.R.H P.O. Box 18918, Minneapolis, MN 55418. Because of several of channels listed below seem strange could we have other people write and confirmed the information.

154.665	159.390	RP	KAB799	Brainerd State Patrol
			KAD529	Marshall State Patrol
			KSM910	State Captiol Security St. Paul
154.680	159.090	RP	KAE844	Virginia State Patrol
			KAH775	Detroit Lakes State Patrol
154.920	158.910	RP	KAB435	Rochester State patrol
			KAJ780	Duluth State Patrol
154.920	159.210	RP	KAD544	Thief River Falls State Patrol
			KAJ788	ST. Cloud State Patrol
154.935	159.345	RP	KAB247	St. Paul State Patrol
154.935	159.360	RP	KAH777	Mankato State Patrol
155.370		BA		Point to Point intersystem Base
155.475	155.475	BM		MINSEF
155.505	159.030	RP	KRG638	West-Metro State Patrol Golden Valley
160.335				State Patrol
171.575			KA2742	State Patrol (aircraft and radar enforcement.

MISC.....

Well thats it for another moth. 73 & good montioring.

PUBLIC SAFETY—GREAT LAKES

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

David Wilcox, 1711 Excalibur Drive, Janesville, WI 53545

Welcome to the April 1987 column. We finally have input from a state other than Wisconsin, although several states still have to be heard from. From Illinois we have this input from the Herscher Il. area from VIC (IL-015)

Fire Dept.	Callsign	Units	Freq.1	Freq.2	Hosp. Trauma Freq.4	Emerg. Squad NO.	I.D.	Fire Dept. Paged by Co. PD Freq
Limestone	KAX569	1-9	33.74	33.66	155.22 155.34	9	2-I-16	33.74
St.Anne	KNBH907	10-19	33.74	----	155.34	18	2-I-21	155.79
Bourbonnias (Rural)	KRK937	20-29	33.74	33.44	155.34	21	2-I-13	33.74
Otto Twp.	KLP992	30-39	33.74	33.66	155.22 155.34	30	2-I-26	155.79
	Also has Freq.3 of 33.88							
Bradley	KDG410	40-49	33.74	33.88	155.34	40	2-I-12	Own Dept
Aroma Park	KGP772	50-59	33.74	33.70	155.34	55	2-I-14	155.79
Bourbonnias (Village)	KZZ842	60-69	33.74	33.88	155.22 155.34	60	2-I-11	33.74
Manteno Vil.	KCV344	70-79	33.74	33.88	155.34	70	2-I-19	33.74
Kankakee TW	KQP586	80-89	33.74	33.66	----	--	----	154.74
Momence Vil	KFB888	90-99	33.74	----	----	--	----	33.74
Reddick Vil	KXT928	100-109	33.74	33.56	155.22 155.34	104	----	Own Dept
Grant Park	KXZ263	110-119	33.74	154.325	155.34	119	2-I-17	155.79
Pilot Twp. (Herscher)	KJN769	120-129	33.74	33.56	155.22 155.34	124	2-I-18	33.74
Pembroke Vl	KLM812	130-139	33.74	----	----	--	----	155.79
Cabery Vil	KNDS826	140-149	154.19	----	----	--	----	----
Essex Vil		150-159	45.20	33.74	155.22	--	2-I-15	----
Salina Twp	KCV881	160-169	33.74	33.56	----	--	----	155.79
Kankakee (City)	KCL754	----	33.74	33.78	155.34	1&2	2-I-20A	Own Dept
	Also Has Freq.3 of 468.175							
Henson Amb. (Bourbonnias)	----	203-205			155.34	--	2-I-22	Own Dept
Maple Medical (Momence)			33.74		155.22 155.34	--	----	Own Dept

Thanks Vic and also from Illinois we have this contribution from JEFF (IL-64)

SPRINGTIME SEVERE WEATHER MONITORING

Springtime in Illinois is tornado time and to keep up to date on the latest warnings, you need to listen to a variety of channels. In addition to the known National Weather Service channels, warning information in the state of Illinois is disseminated on both a statwide basis and a local basis. The two primary systems for disseminating warning information via radio include the following:

Illinois State Police Stadewide Low Band frequency, 42.50 Mhz. Information is secured by each state police district via the National Warning System(NAWAS). The NAWAS system is a land line based system used by various Federal, state and local agencies for disseminating disaster warnings. In Illinois the Primary NAWAS site is located at the Illinois State Police Command Center in Springfield. The backup site is located at the Emergnecy Services and Disaster Agency's underground emergency operations center bunker on Adams street in Springfield. Each state police district after receiving the land information via the NAWAS system, activates a two tone 2440/1780 hz encoder and then broadcasts the information. Tone activated receivers are used by public safety agencies, schools, etc and evey some RCMA

members. Tests are conducted every Tuesday at 10:00 A.M. and provides for well planned low band DX. The backup system is also tested at an unannounced time during the week and is called a fan out. Backup refers to the NAWAS system and not the 42.50 frequency.

The second statewide system is provided by the Illinois Emergency Services and Disaster Agency(ESDA). The State Emergency Operations Center in Springfield disseminates all weather information on its primary low band frequency of 45.44 MHZ. The radio dispaterh can call up various remote sites in the state to reach the proper area. Other various state ESDA activity is also conducted on this frequency.

In the Chicago area, other high band and low band frequencies are utilized in addition to the previously mentioned statewide frequencies. In the Chicago area the low band frequency that is used is 45.36. This is an ESDA frequency and is used for weather coordination and in addition the National Weather Service in Chicago maintains a station on this frequency and has been heard by this author. Additionally the frequency 45.56 is also used, but as a secondary to 45.36. The 45.56 frequency has been designated LESIRN, the low band emergency services intersystem radio network. On high band the frequency 155.025 Mhz is used and has been designated, ESMARN, emergency services mutual aid radio network. During the day the channel is busy with various local government operations, but at night and during emergencies the channel is primarily used by ESDA. Municipalities in the Southwestern Cook County area have formed a severe weather warning information system.

Warning information is disseminated via radio on the 155.025 mhz channel by the Burbank ESDA. Additionally the Burbank fire department disseminates weather information on the local fire frequency 154.430 mhz by activating the district fire mutual aid encoder. Messages are formatted as follows:

Weather Statement #1	Severe Thunderstorm Warning
Weather Statement #2	Tornado Watch
Weather Statement #3	Torando Warning
Weather Statement #4	Tornado sighting within 20 mile radius
Weather Statement #5	Tornado touchdown within 20 mile radius
Weather Statement #6	All Clear

Lastly, weather information is also transmitted via radio on the amateur freqency of 147.060 mhz. Information is transmitted in RTTY and voice and is always a reliable and timely source of information.

SOUTH COOK COUNTY UPDATE

Burbank, IL PD has switched operations from 470.862 mhz to 470.587 mhz because of the start of the Southwest Central operation on 470.862. In addition Burbank is using 155.430 mhz as a secondary police channel as do the towns of Justice and Willow Springs, who also use 470.587 mhz as their primary frequency.

Thanks Jeff now on to Wisconsin, From JOHN (WI-084) who is helping us with our database of Wisconsin, we have this list of EAU CLAIRE county. All are confirmed, and you can find all of the confirmed business frequencies in the Business column as soon as Brandt fits it in.

Credits for this list are JOHN (WI-084) RANDY (WI-059) DAVE (WI-035)

154.220	Altoona, City Of	PF	WRW394	Altoona	Fire-F1
154.295	Altoona, City Of	PF	WRW394	Altoona	Fire-F2
154.830	Altoona, City Of	PP	WRR	Altoona	PD-F8-Tact
159.030	Altoona, City Of	PP	WFQ805	Altoona	PD Input
153.905	Augusta, City Of	PL	WZC524	Augusta	EG & EMS
155.940	Augusta, City Of	PL	WZC524	Augusta	Fire/Local
153.905	Eau Claire, City Of	PL	WBE407	Eau Claire	Ems Input
153.950	Eau Claire, City Of	PF	WSW818	Eau Claire	Fire-Input
153.950	Eau Claire, City Of	PF	WYR886	Eau Claire	Fire-Input
153.950	Eau Claire, City Of	PF	WYR887	Eau Claire	Fire-Input
153.950	Eau Claire, City Of	PF	WYR888	Eau Claire	Fire-Input
153.950	Eau Claire, City Of	PF	WYR889	Eau Claire	Fire-Input
153.950	Eau Claire, City Of	PF	WYR890	Eau Claire	Fire-Input
154.115	Eau Claire, City Of	PL	WQI960	Eau Claire	PD Ch-3

154.310	Eau Claire, City Of	PF	WSW818	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR886	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR887	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR888	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR889	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR890	Eau Claire	Fire-
154.310	Eau Claire, City Of	PF	WYR891	Eau Claire	Fire-Rptr
154.310	Eau Claire, City Of	PF	No Lic	Eau Claire	PD Ch-5
154.310	Eau Claire, City Of	PF	KSA772	Eau Claire	Fire-
154.980	Eau Claire, City Of	PL	KBU292	Eau Claire	Local Govt
154.980	Eau Claire, City Of	PL	No Lic	Eau Claire	LG/PD Ch-9
155.025	Eau Claire, City Of	PL	WQI960	Eau Claire	PD Ch-4
155.130	Eau Claire, City Of	PP	KSB429	Eau Claire	PD Ch-2
155.130	Eau Claire, City Of	PP	KSB429	Eau Claire	PD Ch-2
155.340	Eau Claire, City Of	PS	No Lic	Eau Claire	Hosp PD C6
155.370	Eau Claire, City Of	PP	KSB429	Eau Claire	PD Ch7 P-P
155.475	Eau Claire, City Of	PP	Unknown	Eau Claire	Wispern C8
158.880	Eau Claire, City Of	PL	WQI960	Eau Claire	PD F4 Inpu
158.880	Eau Claire, City Of	P	Unknown	Eau Claire	PD Ch-10
158.895	Eau Claire, City Of	PL	WQI960	Eau Claire	Pd F3 Inpu
158.895	Eau Claire, City Of	P	Unknown	Eau Claire	PD Ch-11
158.940	Eau Claire, City Of	PL	KDF69	Eau Claire	LG Input
158.940	Eau Claire, City Of	PL	KDK70	Eau Claire	LG Input
158.940	Eau Claire, City Of	PL	WAE651	Eau Claire	LG Input
158.970	Eau Claire, City Of	PP	KFE32	Eau Claire	PD Input
453.275	Eau Claire, City Of	PL	KXV519	Eau Claire	Transit
46.420	Eau Claire,County of	PF	KSF588	Eau Claire	Fire-Fl
153.905	Eau Claire,County Of	PL	WAH242	Eau Claire	Ems Input
155.880	Eau Claire,County Of	PL	WQI960	Fall Creek	EG,EMS P&O
159.030	Eau Claire,County Of	PP	KEX55	Eau Claire	PD Input
453.950	Eau Claire,County Of	PH	KBW773	Altoona	Highway
453.950	Eau Claire,County Of	PH	KBW773	Augusta	Highway
453.950	Eau Claire,County Of	PH	KBW773	Fall Creek	Highway
453.950	Eau Claire,County Of	PH	KBW773	Eau Claire	Highway
153.905	Fairchild,Village Of	PL	WRL690	Fairchild	EMS Input
154.295	Fairchild,Village Of	PF	WSB865	Fairchild	Firecom
154.310	Fairchild,Village Of	PF	WSB865	Fairchild	Fire-
151.925	Luther Hospital	PB	KTU712	Eau Claire	Hos Paging
155.280	Luther Hospital	PS	KUV611	Eau Claire	Hosp P-P
155.340	Luther Hospital	PS	KUV610	Eau Claire	EMS
155.280	Sacred Heart Hospita	PS	KUV530	Eau Claire	Hosp P-P
155.340	Sacred Heart Hospita	PS	KUV531	Eau Claire	EMS
153.905	Township Fire Depart	PL		Eau Claire	Ems Input
154.070	Township Fire Depart	PF	No Lic	Eleva	Fire-
154.220	Township Fire Depart	PF	KSF588	Eau Claire	Fire-
154.295	Township Fire Depart	PF	KSF588	Eau Claire	Fire-
453.350	Washington, Town Of	PH		Eau Claire	Highway
151.460	Wisconsin State Of	PO	KNGJ751	Osseo	Wsp Ch-3
151.460	Wisconsin State Of	PO	KNGJ753	Eau Claire	F3 Statewi
154.680	Wisconsin State Of	PP	KSI286	Osseo	Wsp Dist-6
154.680	Wisconsin State Of	PP	KSF391	Eau Claire	WSP Dist-6
155.340	Wisconsin State Of	PS	KWM838	Otter Creek	EMS
155.370	Wisconsin State Of	PP	KSI286	Osseo	P - P
155.370	Wisconsin State of	PP	KSF391	Eau Claire	WSP P-P
155.475	Wisconsin State Of	PP	KSI286	Osseo	Wispern
155.475	Wisconsin State Of	PP	KSF391	Eau Claire	Wispern
159.330	Wisconsin State Of	PO	KYG762	Osseo	DNR Blue
151.355	Wisconsin, State Of	PO	KNFP313	Eau Claire	DNR-BLUE
155.085	Wisconsin, State Of	PL	WSL611	Eau Claire	Univ PD Fl

We are still looking for Wisc. and Northern ILL members to help with the database which of course will help with the column by giving me more confirmed frequencies to print. So if you're interested drop me a note.
That's it for this month see you in MAY

PUBLIC SAFETY—NORTH EAST

Send Public Safety amd Special Emergency frequencies, radio system details, and questions as follows—New England States, New York, Pennsylvania, New Jersey, Maryland, Deleware, and District of Columbia:

Gary Saffer, 5 Roach Road, Stoughton, MA 02072

Hello and welcome to the April PSNE COLUMN. Well, it had to happen sooner or later. Shortly after I mailed off the January column I was looking through some old issues and stumbled upon a similar article covering the Maine State Police. Had I known I would not have run the article, but since I did I can only say OOPS. However in the every cloud has a silver lining department the article did draw a very detailed response from Roger Pettengill (ME-018). Roger sent along some corrections, additions and a section on the Maine Forestry Service. Roger's submission makes up the major portion of the column this month, and will folow after a few miscellaneous items.

Some of the following is rumor, some is not and I will separate the two as well as possible. First, the MetroPolice (aka MDC) will be going to an 800 mhz trunked system in the spring of 1988. This system will include Moblide Data Terminals, portable coverage within Rte. 128 and Mobile coverage within Rte 495. Also a microwave link will allow units at the Quabbin Reservior to contact the HQ at Boston. A contract has been awarded, but not signed to Motorola for the system.

Now for the rumor part. I have heard rumors for the past several monts of a possible merger of the Metro, MBTA, and Registry of Motor Vehicles Police Departments. The resulting agency would (according to the rumor) have jurisdiction over all state roadways within the Rte 495 perimeter as well as the existing duties of the Metro and MBTA departments. Again I must state that this is only rumor, and to me a farfetched one, and even if true would have to be done over a period of years. If anyone else has heard this or anything like this or knows that this will not happen let me know.

Now back to earth, I have recieved copies of two newsletters in the last month which I think readers of this column may be interested in. The first is Northeast Scanning News. This newsletter covers the same area as does this column but provides coverage of all aspects of scanning. I found the newsletter interesting enough to recommend that each reader of this column obtain at least one copy to see for yourself if you would be interested in subscribing. For the benefit of any interested parties the address is:

NESN
C/O Scott Mattson
2820 Bridge Ave.
Point Pleasant, NJ 08742

The second publication is the Newsletter of the All Ohio Scanner Club. This bimonthly publication covers Ohio and adjacent states and is constructed very well. Format is similar to this publication The club is located at:

PO Box 2496
Springfield, Ohio 45501

Now on to Roger's article.

Dispatching is done from barracks in Scarboro, Augusta, Orono, and Houlton. Barracks ID on the air with the name of the town they're in. The Maine State Police also dispatch for the Fish and Game, Marine Patrol, Fire Marshalls, and some small towns.

Until about two years ago all of northern and eastern Maine was covered by Zone 3 dispatched from both Orona and Houlton. This resulted in much interference in areas overlapped by repeater coverage from both barracks. To solve this problem repeaters in the southern part of the are covered by Houlton were reprogrammed with Zone 1 frequencies.

Repeaters are linked to the barracks by UHF. Mobile radios are eight channel scanning radios with channels 1-6 as listed below. In

some cases channels 7 & 8 are set up with the frequencies of the troopers own patrol area.

I've seen a couple of frequency lists for Maine that give channel 7 as 155.475 (the nationwide law enforcement channel). It's been my experience that use of this frequency is almost nil in Maine. Staewide car to car channel 2 get heavy usage for intersystem traffic. Although it's listed as a car to car frequency, many state and county dispatchers have channel 2 capability.

[illegible]

You are correct when you assume that the 10 codes are used by county and local agencies as well as the state police. The 10 code system was established by the Maine Chiefs of Police Association, The Dept. of Public Safety and the Maine Law Enforcement Planning Assistance Agency. My copy carries a revision date of 3/20/76 and on-air use correlates with this version.

The following corrections to your list of Maine 10 codes are based on the 3/20/76 revision:

10-6 Busy Stand by unles you have urgent traffic.
10-13 Weather and Road report
10-41 Report of Prowler
10-55 Automobile Accident
PD = Property Damage
PI = Personal Injury
Code K = Fatal
10-59 Assist Motorist
10-81 Report of Smoke
10-84/86/87/88 Not on 1976 revision
10-90 Unable to give info over the air, 10-21 or 10-22
10-91 Call home no emergency
10-92 thru 10-100 reserved for individual agency use
Signal 1000 Keep all air traffic to absolute minimum-- emergency situationin progress.

Many agencies also use additional coding systems to identify such thing as violations and locations designating places where officers make frequent stops. i.e., court houses, jails, police stations,, officers residences ,restaurants, etc... These codes vary with each agency and are changed often.

Maine State Police Channel Plan

Ch.1	154.710 S	Calling/Emergency Not used in northern/eastern Maine as per an over the air announcment made by a Zone 3 dispatcher.
Ch.2	154.695 S	Statewid Car to Car All agencies.
Ch.3	154.665 R	Zone 1 Scarboro(Southern Maine- Troops A&B) Houlton (southern Aroostock County Troop F)
Ch.4	154.650 R	Zone 2 Augusta (mid-coastal and central Maine- Troops C&D)
Ch.5	154.905 R	Zone 3 Orono (eastern Maine Troops E&J) Houlton (northern Arroastock County Troop F)
Ch.6	154.935 S	State Police Car to Car, Radar, Aircraft
Ch.7	155.475 S	Practically no use in Maine
Ch.8	156.045 S	Maine Turnpike Troop G Scarboro

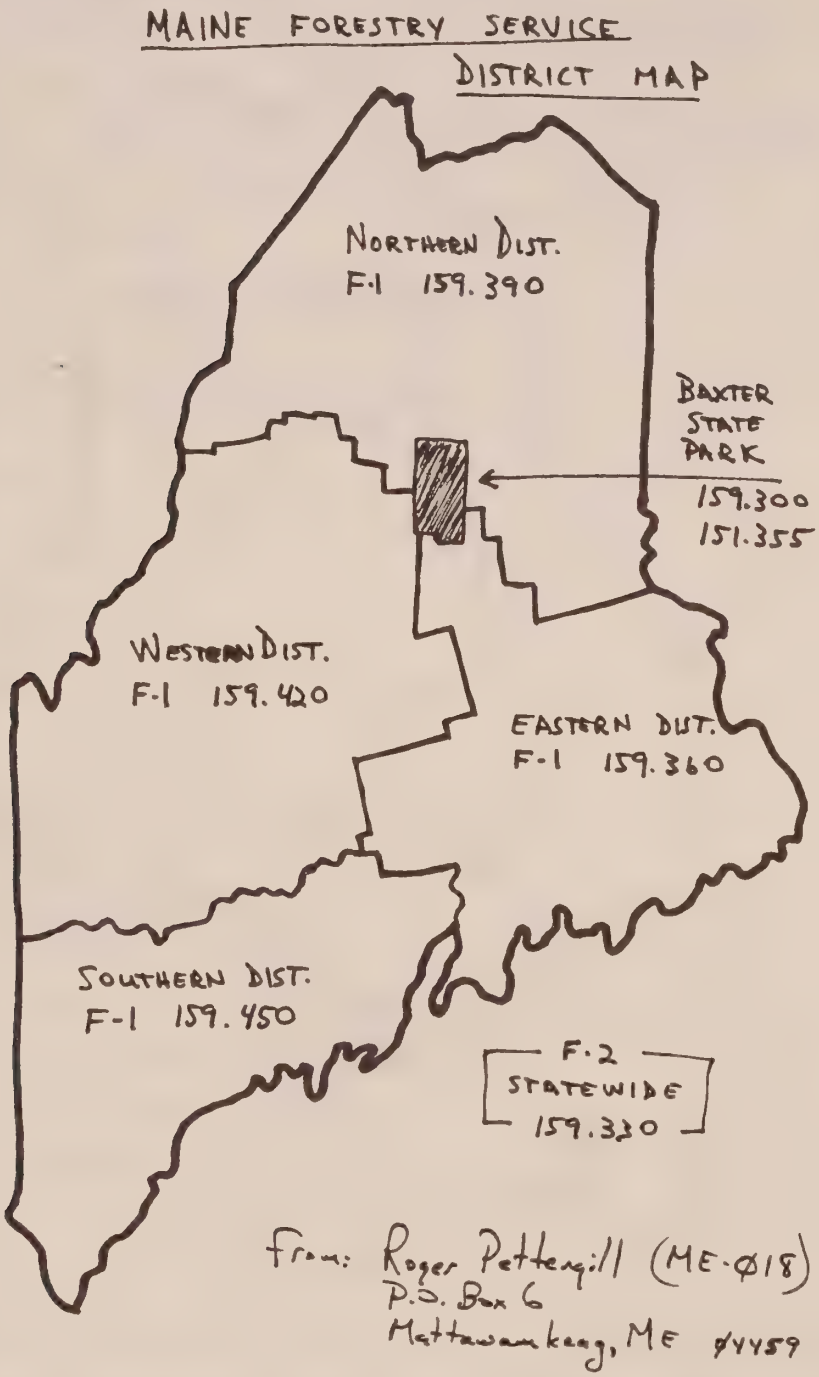
Unit Numbering System

001-099	Admin.	1100-1199	Traffic Division
100-199	Troop A	1200 1299	C.I.D.
200-299	Troop B	1300-1399	Fire Marshalls
300-399	Troop C	1400-1450	Liquor Inspecters
400-499	Troop D	1500-1599	Corrections
500-599	Troop E	1600-1650	Attorney General's Office
600-699	Troop F	1800-1899	Marine Patrol
700-799	Troop G	2100-2150	Fish and Game Wardens
900-999	Troop J	2600-2699	Academy

Maine Forestry Service

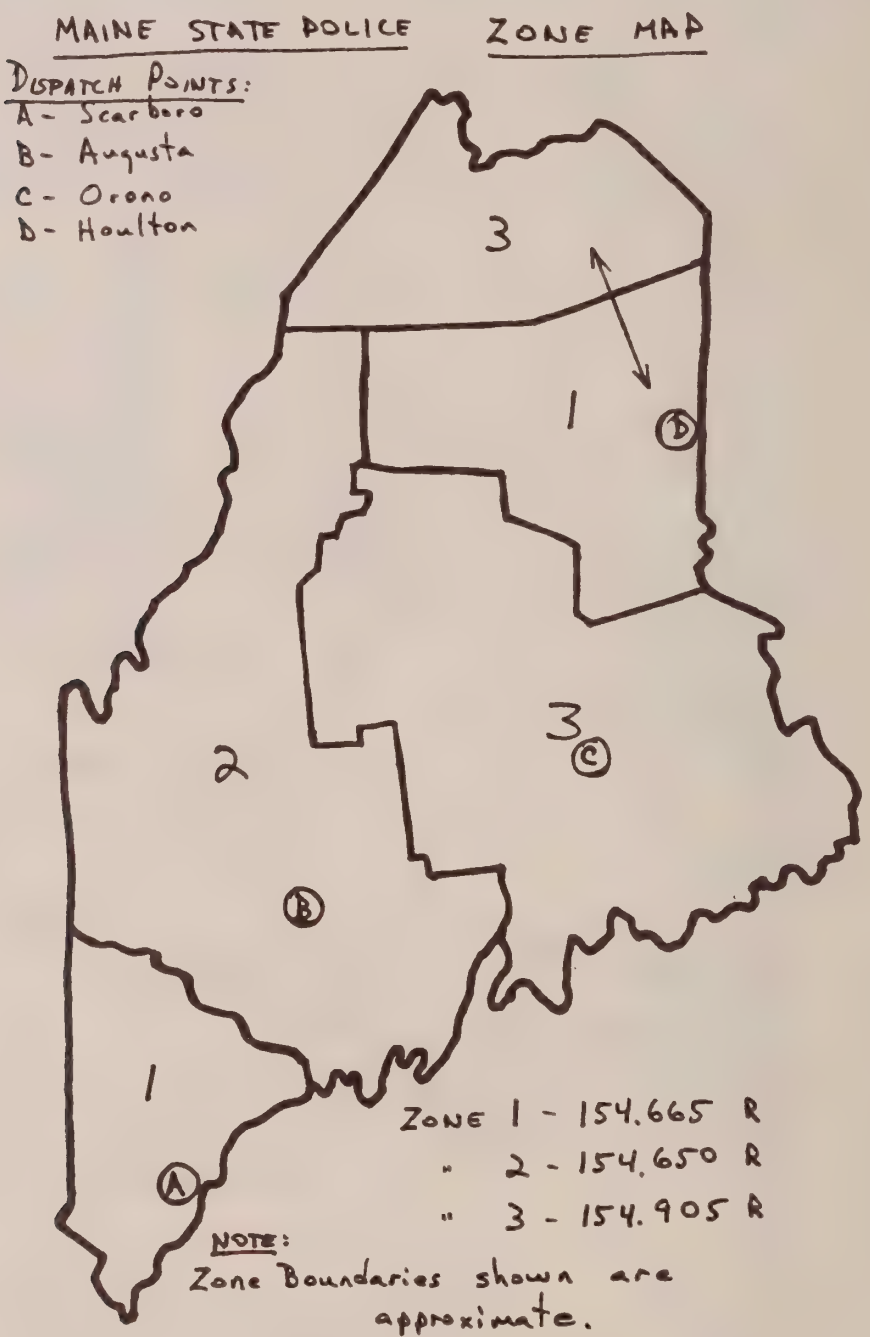
159.360	F-1 Eastern district 100 series units
159.390	F-1 Northern district 300 series units
159.420	F-1 Western district 200 series units
159.450	F-1 Southern district 400 series units
159.330	F-2 Statewide
159.240	State Parks-statewide. Some use during fires.
159.300	F-1 Baxter State Park
151.355	F-2 Baxter State Park

Fire watch and suppression aircraft ("Beaver" planes and "Huey" helicopters) have been heard on 122.800, 122.900 and 122.750 as well as regular department frequencies.



Maine Regional Police Networks

Region	Frequency	County(s) Served	
1	155.580 R	York	State, County, Local Intersystems
2	155.535 R	Cumberland	
3	155.460 R	Knox/Lincoln/Sagadahoc	
4	155.055 R	Waldo/Hancock	
5	155.550 R	Androscoggin/Oxford	
6	153.755 R	Penobscot/Piscataquis	
7	155.430 R	Franklin/Somerset/Kennebec	
8	154.995 R	Washington	
9	155.415 R	Aroostock	



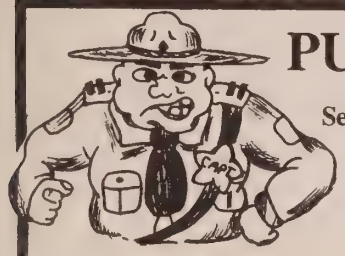
Roger also sent two maps detailing the State Police and Forestry Service radio systems. They will appear somewhere in this issue.

Again thank you Roger for the excellent contribution.

After I started working on this issue's column I recieved a letter from Gregory Morrow (ME-019). He sent along several local police department frequencies which should be of interest to the readership.

Frequency	Town		
155.790	Falmouth	155.835	Windham
155.490	Portland	155.055	Saco
155.610	So. Portland	156.210	Biddeford
155.130	Westbrook	159.150	Auburn
154.965	Yarmouth	158.290	Lewiston
155.415	Scarboro	153.875	Gorham
155.880	Freeport	155.625	Cumberland County Sheriff
155.370	Brunswick	154.875	Cumberland County Sheriff

I would like to see more input from readers in Maine,and Vermont and New Hampshire, as a matter of fact I would like to hear from readers in every state in the Notheast area. The more you, the readers send me the better each column will be. Until next month, good scanning.



PUBLIC SAFETY—SOUTH EAST

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Florida, Georgia, N. Carolina, S. Carolina, W. Virginia and Virginia:

Jorge L. Rodriguez, 1129 Castile, Coral Gables, FL 33134

Columbia, South Carolina

From Robert SC-031

Dept. of Wildlife and Marine Resources	Ch.1	31.020
Dept. of Wildlife and Marine Resources	Ch.2	31.060
Dept. of Wildlife and Marine Resources	Ch.3	31.180
Dept. of Corrections (Youth)		39.960
Highway Patrol/SLED	Ch.1	42.100
" " "	Ch.2	42.260
" " "	Ch.3	42.120
" " "	Ch.4	42.080
" " " Combination F1 & F2	Ch.5	42.100
" " "	Ch.6	42.340
" " " car-car	Ch.7	42.140
" " " car-car	Ch.8	42.060

The State Law Enforcement Division usually operates on any frequency not being used by the local Highway Patrol District. (See Map for Frequency Assignments by District)

Columbia Fire Dept. Central	F-1	453.100
Columbia Fire Dept. North	F-2	453.400
Columbia Fire Dept. South	F-3	453.450
University of South Carolina Police	F-1	453.825
" " " Special Events	F-2	453.850
" " " Administration	F-3	453.900

Columbia Police	Main Patrol	F-1	460.125
" "	Traffic	F-2	460.225
" "	Special Events	F-3	460.475
" "	car-car	F-4	460.025
" "	Special Operations	F-5	460.300
Intercity	Talk-Around		460.050
Forest Acres Police			460.075
Lexington County Sheriff		F-2	460.100
" " "		F-2	460.200
West Columbia/Cayce Police Depts.			460.150

West Columbia Fire		460.625
Richland County Sheriff	F-1	460.375
" " "	F-2	460.500
Highway Maintenance	Ch.1	47.220
Highway Maintenance	Ch.2	47.340
SLED Tactical	Ch.1	154.695
SLED Special Operations		155.580
Dept. of Corrections	Ch.1	155.640
State Police Intersystem		155.955
Highway Patrol (repeater)		460.050
Highway Patrol (repeater)		460.250

Fort Jackson, S.C. Area

Lexington County Fire	Dispatch	F-1	154.130
Lexington County Fire	Fireground	F-2	154.430
Lexington County Fire	EMS	F-1	155.220
Lexington County Fire	EMS	F-3	155.355
West Columbia Fire	Dispatch	F-1	154.190
Cayce Fire	Dispatch	F-1	154.235
Richland & Lexington	EMS	F-2	155.355
Richland County	EMS	F-4	158.805

Brevard County, Florida

From Eric AZ-03

Brevard County -Sheriffs Office

154.710	Primary Dispatch
154.890	
154.950	
155.370	

Palm Bay -Police Dept.

155.010	Primary Dispatch

Melbourne -Police Dept.

154.740	Primary Dispatch

Indian River County -Sheriffs Office

154.860	Primary Dispatch
155.730	Tactical Operations (w/phone patch)
154.950	car-car
154.815	Tactical (possibly no longer used)
155.595	input to F1

Sebastian -Police Dept.

154.040	

Vero Beach -Police Dept.

155.070	Primary Dispatch
159.210	Detectives (& Mobile Phone)

Brevard County Fire Dept.

		EMS
154.415	Primary Dispatch	MEDCOM 4 (463.100)
		MEDCOM 7 (463.175)
		MEDCOM Dispatch (462.975)

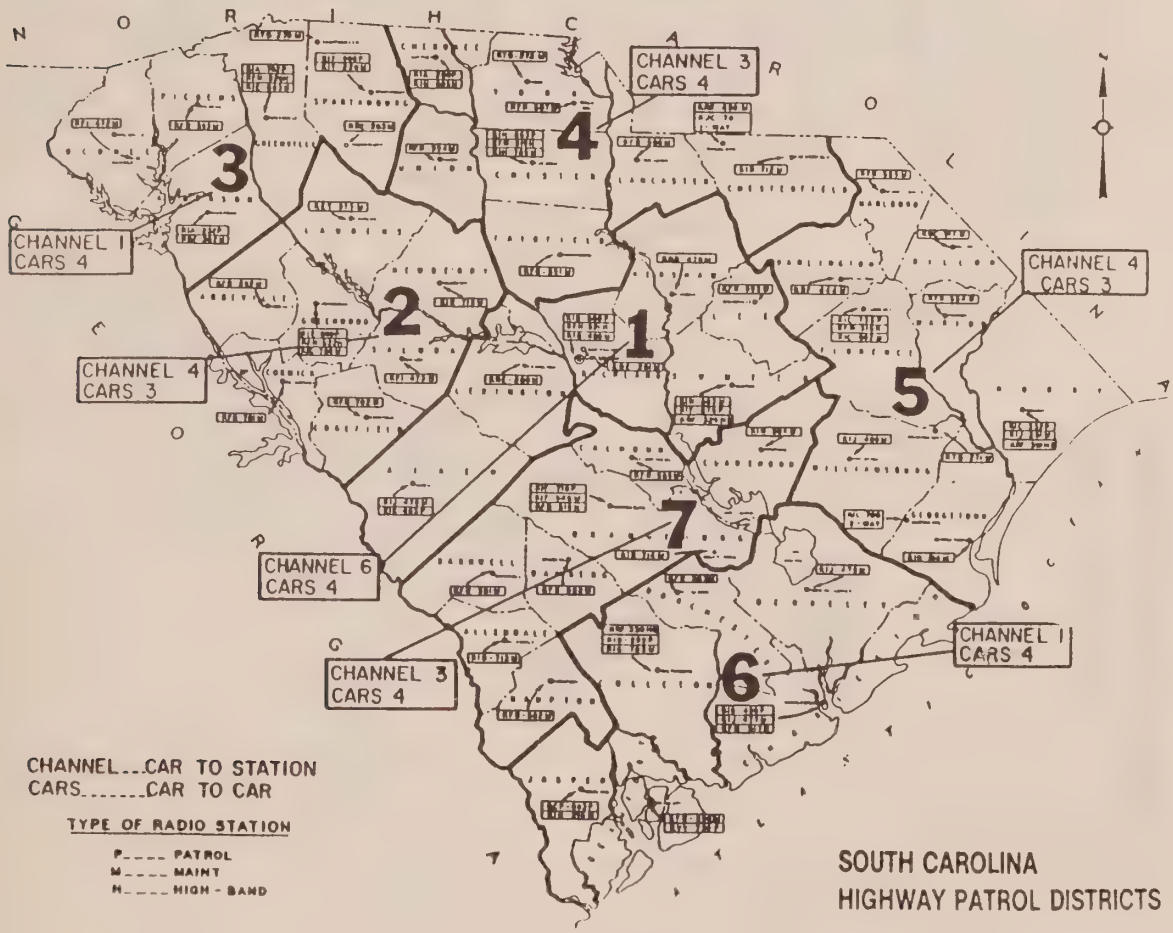
St. Lucie County

Fort Pierce -Police Dept.		-Sheriffs Office
155.640	155.790	Primary Dispatch
154.950	155.370	
155.370	154.950	Intercity
	155.895	car-car
	460.075	Tactical Frequency

S.C. STATE COMMISSION OF FORESTRY

9-1	REPORT FIRE
9-2	SEND HELP
9-3	FIRE UNDER CONTROL
9-4	HOW MANY FIRES DO YOU HAVE
9-5	NO FIRES GOING
9-6	BURNING & DANGER INDEX
9-7	CALL BY TELEPHONE
9-8	LOCATION
9-9	FIRE OUT OF CONTROL
9-10	RADIO CHECK: R-5 RECEIVING WELL, R-4 CLEAR BUT NOISY, R-3 READABLE, VERY NOISY, R-2 CANNOT READ.
9-11	IN-SERVICE
9-12	OUT-OF-SERVICE
9-13	WEATHER REPORT
9-14	WEEKLY FIRE REPORT
9-15	NO CONTACT
9-16	TRANSMITTER NOT IN USE TODAY
9-17	STOP TRANSMITTING
9-18	RADIO TROUBLE
9-19	TELEPHONE TROUBLE
9-20	STAND-BY
9-21	STAND-BY FOR A CONFERENCE CALL
9-22	ILLEGAL USE OF RADIO
9-23	AIRCRAFT LOCATION
9-24	AUTO ACCIDENT
9-25	I WILL BE IN _____ OVERNIGHT
9-26	MESSAGE RECEIVED & UNDERSTOOD
9-27	CIVIL DEFENSE OR SELECTIVE SERVICE MESSAGE
9-28	CHECK ON PREVIOUS FIRE LAW VIOLATIONS

Frequency List 2 159.270 159.300 159.375 159.405 159.450



FORESTRY
Districts Frequencies

1) 159.405
159.450

2) 159.375

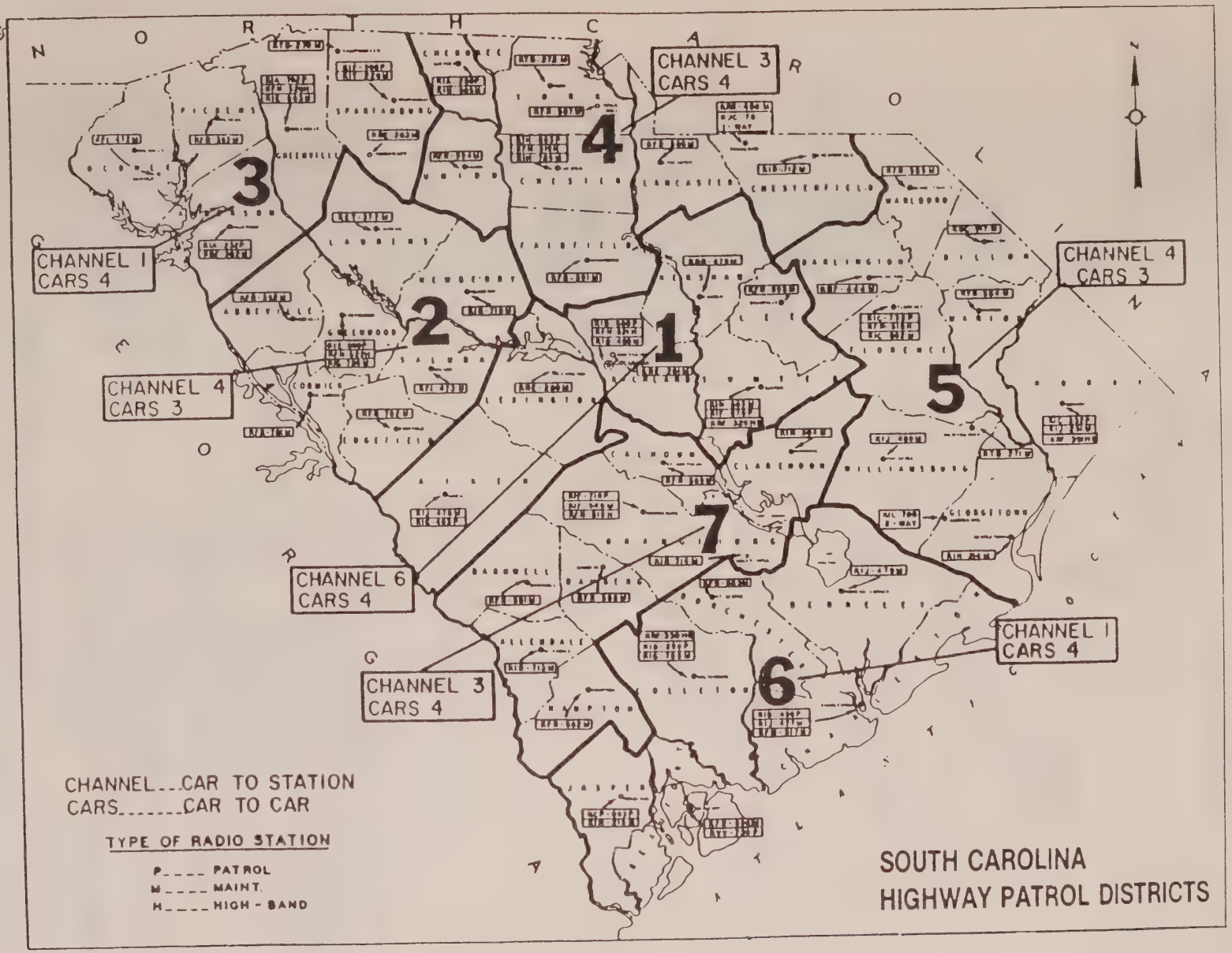
3) 159.450

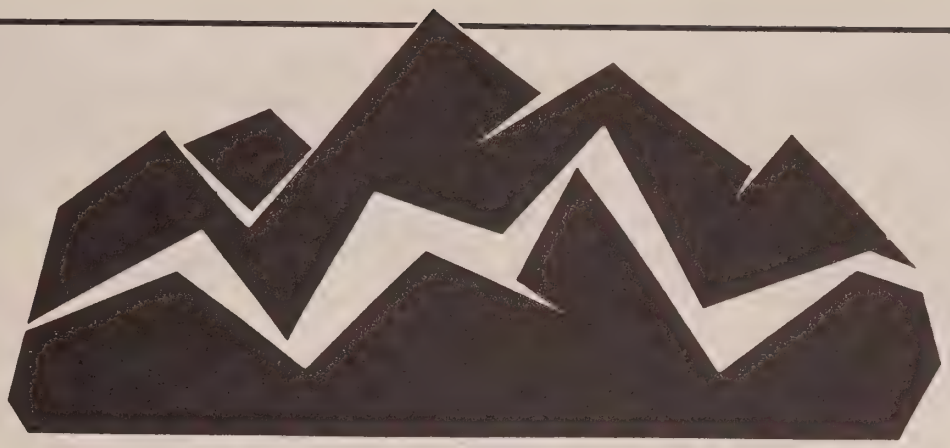
4) 159.405

5) 159.450
159.375

6) 159.405

7) 159.450





PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to:

George N. Hoggatt, 17473 E. 16th Dr, Aurora, CO 80011
Electronic mail: ⟨Compuserve-75376.673⟩,⟨Delphi-JORG⟩,⟨Source-BBZ812⟩

First of all, I take exception re: the member who felt that members from within their areas of residence should not send any freqs a/o info from his/her area. Although I live in California and am primarily interested in California material, I still read all the other columns in the Newsletter, including PS-West. This is true especially when I travel out-of-state. Thanks to the back issues of the Newsletter, I am able to obtain more detailed info of other areas (from member input), than from any other sources (i.e. Police Call, Monitor America, etc).

One argument that I would include for member input, would be the need for updated info on current listings. For example, in the Oct 82 Newsletter, the Utah Dept of Transportation has only 2 freqs listed, instead of the current 4. Since that time, there has been no mention of the 2 other UT-DOT freqs. This is where resident members can be of great help (even if he/she feels that there is "...no new material to contribute...")

I am one of those RCMAniacs who takes his scanners with him on every trip that I take (both within my home state, and out-of-state). On more than one occasion, the use of my scanner has been able to avoid traffic hazards and conditions during my travels.

With this in mind, I am submitting some input from the State of Utah that I monitored while on vacation recently. I wish to point out that I had used the following sources for frequency information:

1. Police Call, 1985 Edition, Volume 8;
2. Several Radio Shack stores in Cedar City, Provo, and Ogden Utah;
3. An "area profile" hand out publication (by Richard Avery); and
4. 2 non-members who reside in Orem Utah (hopefully you might have 2 new members in the future).

All of the material is "monitor-checked" and call signs listed are confirmed by voice or morse ID. Feel free to use and edit the material as you see fit. I would also appreciate any corrections from other RCMA members of this material (as I plan future trips into Utah).

Continued monitoring, and success in 1987.

FIG (CALA-359)

STATE OF UTAH

FREQUENCY	FCC/ID	CHAN	AGENCY & ASSIGNMENT
155.010	KOA559	F- 1	Provo PD [Alternate]
155.190	KOA559	F- 2	Provo PD [Dispatch]
154.740	KOA559	F- 3	Provo PD [Car-to-Car]
154.190	KDF570	F- 1	Provo FD [Dispatch]
154.280	KDF570	F- 2	Provo FD [Fireground]
154.965	KRT871	F- 1	BYU Police [Operations]
154.815	KRT871	F- 2	BYU Police [Tactical]
155.340	KVT710		Utah Valley Hospital [Provo]
155.025 R			Provo/Orem Civil Defense
155.430	KOK294	F- 1	Orem PD [Dispatch]
156.090	KOK294	F- 2	Orem PD [Tactical]
154.145	KRI705	F- 1	Orem FD [Dispatch]
154.280	KRI705	F- 2	Orem FD [Fireground]
155.055			Utah Tech College
155.505		F- 1	UHP Emergency [Statewide]*
155.745		F- 3	UHP Car-to-Car [Statewide]**
155.565		F- 2	UHP Dispatch [Cedar City]
154.875		F- 4	UHP/Iron County Sheriff
155.685		F- 4	UHP/Millard County Sheriff
155.430		F- 4	UHP/Washington County Sheriff
155.625	KTN243	F- 2	UHP Dispatch [Orem]
154.710	KWM710	F- 4	UHP/Utah County Sheriff
155.580		F- 2	UHP Dispatch [Salt Lake City]
155.310		F- 2	UHP Dispatch [Ogden]
155.700 R			UHP State Law Network

* Most law enforcement vehicles are equipped with UHP Statewide Channel 1 (most ID'd as "UHP 1")
** Statewide Car-to-Car for UHP only. Other statewide agencies may have this channel, or Utah Fish & Game freq (155.775 Mhz) for Car-to-Car.

155.550			Utah State Prison [Operations]
453.950			Utah State Prison [Towers]
460.500 R	KOB638	F- 1	Ogden PD [Dispatch]
460.250 R	KOB638	F- 2	Ogden PD [Car-to-car]
460.350 R	KOB638		Ogden PD [Special Operations]
154.250	KBY496	F- 1	Ogden FD [Dispatch]
154.280	KBY496	F- 2	Ogden FD [Fireground]
155.790	KTX691	F- 1	Weber County Sheriff [Dispatch]
155.730	KTX691	F- 2	Weber County Sheriff [Tactical]
453.300 R			Weber County Schools
156.090			Weber State College [Police]
155.040	KRA600		Kaysville PD
47.160		F- 1	UT DOT [Dist 2 & Statewide]
47.040		F- 2	UT DOT [Dist 5]
47.180		F- 3	UT DOT [Dist 1 & 6]
47.120		F- 4	UT DOT [Dist 4]

(When travelling during winter weather, monitor Dept of Transportation freqs for updated road conditions, in addition to UHP).

162.400	WXM24	NOAA WX Station Cedar City
162.550	KEZ78	NOAA WX Station SLC

Can anyone verify if 154.920 Mhz belongs to UHP? Heard UHP units in Cedar City and Ogden. If not UHP, who is it?

Can anyone verify if the UHP State Law Network (in repeater mode) is used in the metropolitan areas?

Also, can anyone give the call sign for SUSC (South Utah State College) on 154.055 Mhz?

PUBLIC SAFETY—CALIFORNIA

P.O. Box 3962 Santa Fe Springs, California 90670-1962

Welcome one and all to the April, 1987 edition of PS-CA. By the time everyone reads this: (1) The Rose Bowl and Parade are history (Did anyone listen to all the madness on Colorado on their Regency's, Bearcat's and/or others?); (2) Super Bowl XXI is history (again Pasadena PD and the other city and state agencies answered the call-great listening and great job, folks); and (3) Electric wheelchair owners in Millbrae, CA, "BEWARE!" (more on this in a moment).

As you can see, PS-CA has the services of a new word processor and printer (courtesy of Santa and Spouse, Ltd). We hope this new printer makes it easier to read future editions of PS-CA. (The downward lines should appear much straighter, too.) Enough said. Let's check the OTH wires:

In late January, the Millbrae city council passed a city ordinance establishing a 3 MPH speed limit for electric wheelchairs being used on sidewalks. The speed limit (the estimated normal speed of walking pedestrians) was approved to meet a portion of the Vehicle Code which permits powered wheelchairs to use city sidewalks. This ordinance calls for electric wheelchair users to obtain both a written statement from a doctor verifying the need for an electric wheelchair, and a police permit to operate the chair on downtown streets. Violators of the conditions of this ordinance will be ticketed, says a member of the city council. No mention was made how violators will be detected. Millbrae is just south of San Francisco.

An article and photo from Charles [CALA-440] shows the 105 foot radio tower that "looms" behind the Irwindale City Hall. The tower was erected at the end of August, 1986, at a cost of $129,000 and will improve communications between Irwindale PD units. (Irwindale PD found on 155.790 Mhz)

From Ed [CARI-013], is an article on the new CHP Inland Division HQ building that recently conducted a public "open house." The 18,000 sq-ft building replaces the 1300 sq-ft building, and took 11 years for replacement. The CHP is leasing the new office space with an option to buy after 2 years (the $2.3 million purchase price has already been budgeted). By mid-1987, the dispatch center will also move into the new building.

From Jon [CASC-049]: Sonoma County Sheriff has changed freqs to somewhere in the UHF band, as evidenced by their Antenna Specialists 5db gain mobile antennas. The antennas on the tower at the Boyes Hot Springs substation have also been changed. According to Jon, one of the local directories shows 4 freqs in the 453 Mhz band.

Switching to the Inquiry Channel: From Frank [CALA-674]: Can anyone find out the freqs for the following - Stonewood Shopping Center security in Downey CA, and the National Audubon Society, Inc.?

We received an interesting, detailed letter from Missy [CAMR-001]. In her letter, she responded to several of the recent RCMA survey questions for the PS-CA column. She lives in Gustine CA, and because

it is a rural community, (she has most all the public safety freqs, her primary interest), she would like more business freqs in that area. Can anyone help her? And thanks for the kind comments, Missy.

From Kent [CASZ-004]: He has taken the recent challenge to send in more Northern CA freqs, and he has submitted the following of what he listens to most of the time:

```
154.190  Sacramento County Fire Dispatch
154.325  Sacramento County Fire "Tac 4"
154.430  Sacramento County Fire "Tac 5"
154.100  Sacramento County Fire "Tac 6"
153.950  Sacramento City Fire Dispatch
154.355  Placer County Fire
 46.420  Eldorado County Fire
151.325  Nevada, Yuba, Placer CDF
151.190  Amador, Eldorado CDF
166.587  USFS North Zone Dispatch
168.775  Tahoe National Forest
171.525  Eldorado National Forest
155.295  Foothill Ambulance (Sacto County)
462.950  MED Net 9 County Control (Sacto County)
453.900  Sacramento County Sheriff (North Patrol)
460.050  Sacramento City Police (Central)
 35.840  Placer County Sheriff
 45.500  Eldorado County Sheriff
 42.120  CHP North Sacramento (Base)
 42.200  CHP North Sacramento (Mobile)
 42.460  CHP South Sacramento (Yolo Base)
 42.540  CHP Eldorado, Nevada, Placer (Base)
 42.340  CHP Statewide and Speed Limit Enforcement
155.070  CLERS
(The final list is monitored when traffic of interest)
453.575  Sacramento County Sheriff (South Patrol)
460.200  Sacramento City Police (South)
460.325  Sacramento City Police (East)
460.475  Sacramento City Police (North)
453.275  Folsom City Police
154.800  Yolo County Sheriff
154.445  Yolo County Fire
```

Great job Kent. How about you other guys and gals?

From Laura [CASD-078]: "I am a new member of RCMA, having joined in November, 1986. As a pilot, my interests lay primarily with some of the other columns...but I have ventured into your column and found it very interesting. I would like to pass on my frequency list for San Diego Sheriff." (To the right of Laura's listings, Mike [ID-001] has also included San Diego PD's channel assignments)

```
453.725  F- 1  Car-to-car        158.730  F- 1  Dispatch
453.750  F- 2  Dispatch          158.970  F- 2  Dispatch
453.925  F- 3  Dispatch          159.090  F- 3  Dispatch
453.500  F- 4  Dispatch          159.045  F- 4  Dispatch
453.950  F- 5  Dispatch          158.895  F- 5  Dispatch
453.400  F- 6  Headquarters      158.910  F- 6  Tac 2
453.575  F- 7  Information       154.055  F- 7  Information
453.100  F- 8  Emergency         155.685  F- 8  Tactical
453.425  F- 9  Tactical          154.725  F- 9  Detectives
453.825  F-10  Tactical          154.935  F-10  SWAT
453.250  F-11  Detectives
453.675        Intersystem
```

Thanks Laura, and welcome aboard.

From Bob [ ]: Another new member who is responding to Randy [CAOR-230] and his request for Monterey County info. Bob's list of freqs are based on a collection from over the past 10 years, including some info from "Police Call" and the Newsletter:

```
124.200 AIR-???              151.250  CDF-LOCAL NET
127.950 AIR-???              151.220  CDF-RED 10
```

128.000 AIR-???
130.450 AIR-???
132.950 AIR-???
133.950 AIR-???
134.500 AIR-BAY APRH-SJO
120.100 AIR-BAY APRH-SJO
125.050 AIR-CROW LND-TWR
121.500 AIR-EMERGENCY
122.000 AIR-FLIGHT WATCH
133.500 AIR-FRITZSCHE-DEP
121.800 AIR-FRITZSCHE-GND
126.200 AIR-FRITZSCHE-TWR
133.000 AIR-FRITZSCHE/ MTY-APRH
134.100 AIR-MILITARY AIR RADAR-GCA
127.150 AIR-MONTEREY APRH & DEP
119.250 AIR-MONTEREY ATIS
121.900 AIR-MONTEREY GND CTRL
118.400 AIR-MONTEREY TWR
134.150 AIR-OAK-APRH
132.550 AIR-OAK-APRH
125.450 AIR-OAK-MTY INOP
126.900 AIR-OAK-APRH-PRIEST
128.700 AIR-OAK-APRH-PRIEST
127.450 AIR-OAK-APRH-SOUTH
135.650 AIR-OAKLAND-APRH-S
122.600 AIR-SALINAS-FSS
121.700 AIR-SALINAS-GND
119.400 AIR-SALINAS-TWR
123.100 AIR-SEARCH & RESCUE
108.900 AIR-SF-ATIS
113.700 AIR-SF-ATIS
120.500 AIR-SF-TWR

151.445 CDF-REGIONAL-WHITE
151.355 CDF-STATE-CHAN 4
42.340 CHP
42.540 CHP-BASE TO CAR
42.240 CHP-CAR TO BASE
42.700 CHP-CAR TO BASE
42.460 CHP-CAR/CAR & RESCUE
154.935 CLEMARS
154.920 CLEMARS/MUTUAL AID
157.150 COAST GUARD-CHAN 23
165.3375 COAST GUARD-INTELLEGENCE
468.175 COUNTY CH. MONTEREY/ CARMEL
154.370 COUNTY FIRE
126.500 CROW LND APRH/DEP (125.6)
151.160 CTY COMM/FIRE INFO
154.175 FIRE CARMEL HIGH. CV AMB.
154.280 FIRE MUTUAL AID
118.925 FORESTRY
118.950 FORESTRY
173.4625 FORT ORD
173.4125 FORT ORD MP
165.185 FORT ORD (165.0625)
407.225 FORT ORD-AMBULANCE
407.475 FORT ORD-CRASH
165.060 FORT ORD-FIRE (165.0625)
158.775 HOLLISTER PD ?
151.085 LOCAL GOVT. HWY MAINT
158.835 MARINA PD
156.525 MARINE
157.100 MARINE CG 22A VESSEL-WEATHER INFO

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151.805	CALTRANS-MONTEREY
154.710	CARMEL POLICE
156.105	CARMEL VALLEY/ HIGHLANDS FIRE
151.280	CDF-AIR
151.295	CDF-AIR NET (MAIN)
158.600	MARINE CHAN 16
156.800	MARINE CHAN 16 (DISTRESS)
156.550	MARINE COMM
156.900	MARINE COMM
156.300	MARINE COMM/C.G.
156.350	MARINE-MILITARY CH 7
156.600	MARINE-MTY HBR MSTR CH# 12
462.975	MED 10 (REGULAR AMBULANCE)
463.125	MED 6 (OLD CARMEL) A-1, ALS, PARAMEDIC
155.325	MED ALERT
119.825	MILITARY PD/FORT ORD SANTA CRZ
155.490	MONTEREY & DRO POLICE
158.850	MONTEREY POLICE METER PATROL
153.890	MONTEREY-CITY OP
458.675	MONTEREY-POLICE
158.910	MONTEREY CO SHERIFF CHAN 2
159.090	MONTEREY CO SHERIFF
155.205	OLD AMBULANCE FREQ.
158.700	PAGER
173.410	PAGER (SF AREA ?)
155.535	PACIFIC GROVE POLICE
158.745	SAL COMM PAGER. SH.RESC
155.565	SANTA CRUZ SHERIFF
154.235	SEASIDE-CITY
39.100	SOLEDAD
158.820	PAGER
152.300	PEBBLE BEACH SECURITY
166.850	HAM REPEATER
460.175	SALINAS PD
154.770	SANTA CRUZ PD ?
155.685	SEASIDE & SAND CITY PD CH4
151.205	STATE CHAN. FORESTRY CONS.

EDITORS NOTE: All the above info was copied as is (with abbreviations). And would Randy [CAOR-230] drop a note to PS-CA re: the above list and info. Thanks to Bob for an extensive listing. (The computer printout really helped.)

From Winton [CASD-069] (last but not least): Another reply to the recent RCMA Survey questions with this extensive listing from the San Diego area (alright "San D" people!!!):

155.055	F-1	Oceanside Police - Primary
154.755	F-2	Oceanside Police
155.490	F-3	Oceanside Police - Car to car
154.920	F-4	Oceanside Police - CLEMARS
156.045	F-7	Oceanside Police - Narcotics and Detectives
155.565		Oceanside Police - Patrol cars (mobile)
156.030	F-1	Carlsbad Police - Primary
155.835	F-2	Carlsbad Police
155.250	F-3	Carlsbad Police - Patrol cars (mobile)
156.015		Oceanside small craft Harbor Patrol & Rescue
156.600		Oceanside Port Operations (Marine Chan 12) (mostly summer use)
155.760		Oceanside City Govt (includes Lifeguards, Street Dept, Animal Control, Building Dept)
154.235		Inland Fire (Avacado) Zone 1 (Fallbrook, Escondido, San Marcos)
154.385		Coastal Fire Zone 2 (Oceanside, Carlsbad, Del Mar, Rancho S/Fe)
154.325		Escondido Fire - Primary Dispatch
155.085		Countywide Mutual Aid - RED
154.280		Countywide Mutual Aid - WHITE 1
154.295		Countywide Mutual Aid - WHITE 3
154.175		Volunteer Fire Zone 6 (mostly east county)
151.190		CDF - Monte Vista Dispatch
153.890		Inland Fire (Yellow) Usually car/car at scene
462.975		UCSD Life Flight helicopter (Uses almost all of above fire freqs for landing instructions)

```
[The following second set of freqs are BC-300 images]
138.600 - 160.200  Camp Pendleton Fire (Primary)
140.400 - 162.100  Camp Pendleton Fire (F-2)
140.925 - 162.525  Camp Pendleton Fire (Mobile -engines)
149.450            Pendleton Hospital (Device X-ray)
149.625            Pendleton Hospital (Ambulance - mobile)
139.675 - 161.275  Provost Marshall's MP's (Tac 1)
140.000 - 161.600  Provost Marshall's MP's (Tac 2)
138.025 - 159.625  Provost Marshall's MP's (Tac 3)
138.375 - 159.975  Provost Marshall's MP's (Tac 4)
140.525 - 162.125  Pendleton Airfield (Crash Net)
 30.350            Pendleton Airfield (Crash Net)
126.200            Pendleton Tower (also uses 121.500)
```

During heavy storms or flooding, these freqs are monitored:

```
153.775  San Diego Co "Station E" (for emergency)
153.500  SD Gas & Electric Repair Crews (power outages)
 47.100  CalTrans (District 11 Highways)
 47.080  CalTrans (Car to car)
156.120  SD Co Road Dept
156.225  SD Co Road Dept (Road closures, flooding, etc)
156.165  SD Co Road Dept
151.115  SD City Street Dept
154.160  Office of Emergency Services (F-1)
154.220  Office of Emergency Services (F-2)
155.325  SD Co Emergency Hospital Net
155.820  SD Co "Station X" (Dispatches several Co agencies)
162.400  SD Weather
162.550  LA Weather
161.700  TV Channel 10 Helicopter ("Sky-10 News")
151.985  Pac-Tel Repair Crew Dispatch
121.500  Aircraft emergency
```

For brush fires in the San Diego area. Exact locations can be found if one uses the San Diego edition of the Thomas Brothers Map Guide, as dispatchers give the Tommy Guide page and index numbers:

```
151.385  CDF (Riverside)
151.445  CDF (San Bernardino)
151.310  CDF (Air Yellow)
151.295  CDF (Air Green)
151.265  CDF (Region Net)
151.430  CDF (Statewide Net)
122.950  Air tankers
122.900  Air tankers
126.200  Air tankers (occasional use)
122.750  Airplane to airplane at scene of drop
151.220  Hand held portables (Red Net) only heard on close
         fires
168.750  USFS Cleveland NF
171.475  USFS San Bernardino NF
166.675  Cleveland Air
168.150  Command
164.125  Command
168.600  Air dispatch
169.150  Air-2
169.200  Air-3
118.950  Air - tactical
119.975  Air - tactical
```

Winton notes that some of the USFS freqs may have changed. Again, another fantastic job! Thanks, Winton.

And with that, we will close this edition, "...and we thank you for your support..."

RAILROADS

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

All aboard as we once again delve into the world of railroad radio. John Arendt (IL-012) sent a clipping from the Chicago Tribune telling of Soo Line's plans to create a new wholly-owned subsidiary called Lake States Transportation. The new company would take over certain of Soo's routes in Wisconsin and upper Michigan, and would operate them with reduced crews similar to the way a shortline would be run. The new company would get all of Soo Line's routes in Wisconsin with the exception of the ex-Milwaukee Road line from Chicago to La Crosse, as well as all of the company's routes in upper Michigan. Many details remained to be ironed out before the creation of the new company could take place.

Another Tribune clipping, this one sent by Dennis Biagioli, said that Soo Line is considering shutting down the former Milwaukee Road freight yard at Bensenville in the Chicago area. The property is located just south of O'Hare International Airport and would be very valuable for development into an industrial park.

A third clipping, also from Dennis, reported that Chicago & North Western is negotiating with L. B. Foster Company to sell 333 miles of track in upper Michigan and Wisconsin. The lines being discussed radiate from Duck Creek, WI (3 miles north of Green Bay). One runs west to Wausau, WI, while the other runs north to Ishpeming, MI and includes some branches. C&NW sold much of its property in South Dakota to Foster last year, which is being operated under the name Dakota, Minnesota & Eastern.

Michael L. McWilliams, of Flowery Branch, GA, writes to say he has just begun listening to railroads and would like to know if there is a map available that would have all the railroad track on it. Yes, there is a paperback book which shows all the routes in the country, with each page devoted to one state. It is called the Rand McNally Railroad Atlas of the United States, and is available in bookstores. It does not show highways, however. Also, each state publishes a highway map for free public distribution, and some of the states show railroad lines in addition to highways. They are usually available from the state highway department. We don't know if the one put out by Georgia shows railroads, but it would be worth writing to the state highway department in Atlanta to request one. Michael listens to Southern Railway on 160.950 and hears mentions of Gainesville switcher, wagon master, and Greenville, SC.

As promised last month, we'll present contributions from Brad, Kent, and Wayne, but first news flashes from Canada and New England.

BRITISH COLUMBIA RAILWAY

CTC Board magazine, in its September 1986 issue, reported that BCR has started using a second road channel. The new road frequency is 160.695 MHz and is called channel "B". It is in use on the Lillooet, Chetwynd, and Fort Nelson Subdivisions.

The original road channel, 159.570 MHz, is called channel "A" and is used on the Squamish, Prince George, Tumbler, Fort St. John, Dawson Creek, Stuart, and Takla Subdivisions.

BOSTON COMMUTERS

Howard Rosenberg (MA-059), who lives near Boston, writes to ask if we know of any new frequencies coming into use as a result of Amtrak taking over the commuter operations of MBTA from Boston & Maine Corporation. He has heard that ten new frequencies have been allocated for this, but we have no information on such an allocation.

We suspected that Amtrak would take over the frequencies formerly used by B&M for commuter operations: 161.310 road and 160.260 carmen,

but just before press time we received news from Paul Kinnaly (MA-010) who writes: "Now that Amtrak is running all MBTA trains (vs. B&M) the old B&M commuter channel (north of Boston) of 161.310 is inactive. The new Amtrak (northside) dispatcher freq. is 160.320 MHz. I haven't (yet) heard the trains' responses so I can't confirm whether this freq is simplex or there is an unknown duplex freq. No changes to southside freq of 160.800 shared by Conrail, Amtrak, and MBTA." Thanks for the report, Paul, and we hope to hear from you again when you confirm simplex or duplex operation. We'd also like to know if the carmen channel (160.260) is active or has been changed to a different freq. If any other New England members discover new channels in use as a result of this takeover, please let us know.

DALLAS-FT. WORTH

by BRAD CARPENTER (OH-138)

160.320	Ch 2	Missouri-Kansas-Texas RR [from editor's files]
160.410	Ch 1	Missouri Pacific RR road
160.425		AT & SF RR PBX
160.470	Ch 2	Missouri Pacific RR yard
160.590	Ch 1	Missouri-Kansas-Texas RR road
160.650	Ch 1	AT & SF RR road
160.800		Southern Pacific PBX
160.815		Missouri Pacific PBX
160.830		Missouri Pacific RR hump (Ft. Worth)
161.100	Ch 1	Burlington Northern RR road
161.130		Burlington Northern PBX
161.160	Ch 2	Burlington Northern road [former SLSF PBX -ed.]
161.235		AT & SF (Ft. Worth subdivision)
161.370		AT & SF yard (Saginaw, TX)
161.550	Ch 1	Southern Pacific road

I have only heard railroad police on 155.37 and 154.95 intercity. Trinity Industries in Ft. Worth has hand helds on 469.5875 and 469.6375. The company owns Pullman and repairs rail cars. Their cars are stenciled TILX.

SPRINGFIELD, MISSOURI

by KENT HAWKINS (former member MO-083)

This information is correct as of December 12, 1986.

160.230		Diesel shop 50 watt units. Channel not used.
160.500		Rail panel plant rails and ties emergency use
160.620	Ch 3	Special agents simplex
160.620/161.505	Ch 4	Special agents repeater
160.725		Store room
160.800		Switching
160.830		Switching
160.905		Hub center
160.920		Diesel shop
161.070		Diesel shop
161.100	Ch 1	Road systemwide - switching
161.130/160.545		PBX systemwide
161.160	Ch 2	Road
161.310		Switching
161.400		Car shop simplex
161.400/160.710		Car shop repeater
161.430		Maintenance of way
161.520		Car department closed August 1986
452.900		Diesel shop-these units taken out of service
462.050/467.050		Burlington Northern Air Freight out of business
160.665		not used
161.370		not used

[If any members are wondering what kind of contribution we would like to receive, the above listing is a perfect example! -Bill]

DEMOPOLIS AND MARENGO COUNTIES, ALABAMA

by WAYNE PULLEN (AL-028)

I have used an asterisk (*) to denote frequencies and/or agencies that I have either personally confirmed or monitor regularly. The remainder of the frequencies listed are taken from the 1985 FCC

microfiche. (1) and (3) indicate dispatcher to train frequencies. Also used as yard frequency in the Demopolis area (hand-held to train). (2) indicates frequencies assigned to marine radio. Possibly used in connection with river barges and tow boats.

AGENCY	FREQUENCY	CITY		CALL LETTERS	
Alabama Great Southern Railroad	160.245	Eutaw		KFF639	
Alabama Great Southern Railroad	160.245	Woodstock		KFF641	
Alabama Great Southern Railroad	160.245	York		KFF637	
Alabama Great Southern Railroad	160.950	Eutaw	(1)	KFF639	*
Alabama Great Southern Railroad	160.950	Woodstock		KFF641	
Alabama Great Southern Railroad	160.950	York		KFF637	
Burlington Northern Railroad	156.700	Pine Hill	(2)	WXY960	
Burlington Northern Railroad	156.800	Pine Hill	(2)	WXY960	
Burlington Northern Railroad	161.130	Demopolis		KRV443	*
Burlington Northern Railroad	161.130	York		KWH513	
Burlington Northern Railroad	161.160	Demopolis		KRV443	*
Burlington Northern Railroad	161.160	Magnolia		KFG878	
Burlington Northern Railroad	161.160	Pine Hill		KQL815	
Burlington Northern Railroad	161.160	Toxey		KNAK447	
Burlington Northern Railroad	161.160	York		KWH513	
Burlington Northern Railroad	161.430	Magnolia		KFG878	
Seaboard System Railroad	160.230	McWilliams		KGX605	
Seaboard System Railroad	160.320	Berlin		KGX608	
Seaboard System Railroad	161.370	Berlin		KGX608	
Seaboard System Railroad	161.370	Camden		KLO280	
Seaboard System Railroad	161.370	Linden		KLO283	*
Seaboard System Railroad	161.370	McWilliams		KGX605	
Seaboard System Railroad	161.370	Selma		KLP828	
Seaboard System Railroad	161.520	Camden		KLO280	
Seaboard System Railroad	161.520	Linden		KLO283	
Seaboard System Railroad	161.520	Selma		KLP828	
Southern Pacific Railroad	160.245	Thomasville		KFU462	
[error in FCC—should be Southern Railway. -ed.]					
Southern Railway	160.245	Thomasville		WSZ520	
Southern Railway	160.650	Pine Hill		KVD555	
Southern Railway	160.650	Selma		KWV720	
Southern Railway	160.950	Akron	(3)	KNDX202	
Southern Railway	160.950	Boligee		KNDX205	*
Southern Railway	160.950	Catherine		KNDX533	
Southern Railway	160.950	Cuba		KNDY564	
Southern Railway	160.950	Demopolis		KWL498	*
Southern Railway	160.950	Fulton		KNDX497	
Southern Railway	160.950	Jackson		KGC626	
Southern Railway	160.950	Livingston		KNDY550	*
Southern Railway	160.950	Marion Junction		KNDS465	
Southern Railway	160.950	Moundville		KNDX457	
Southern Railway	160.950	Pine Hill		KVD555	
Southern Railway	160.950	Selma		KNAX257	
Southern Railway	160.950	Thomasville		KFU462	
St. Louis-San Francisco Railway	161.130	Boligee		KCA314	*
St. Louis-San Francisco Railway	161.430	Boligee		KCA314	*
[SLSF is now part of Burlington Northern -ed.]					
Western Railway of Alabama	160.785	Selma		KEQ813	
Western Railway of Alabama	161.100	Selma		KEQ813	
Western Railway of Alabama	161.310	Selma		KEQ813	
Western Railway of Alabama	161.310	Tyler		KNGW479	
Western Railway of Alabama	161.370	Selma		KEQ813	
Western Railway of Alabama	161.370	Tyler		KNGW479	
Western Railway of Alabama	161.385	Selma		KEQ813	
Western Railway of Alabama	161.430	Selma		KEQ813	
Western Railway of Alabama	161.520	Selma		KEQ813	
[WofA is now part of Seaboard System -ed.]					

NEW YORK AREA

by CARL J. GEROSA, III (NY-117)

Here is a list that I hope you will find helpful. It is confirmed and accurate to the best of my knowledge. Thank you very much for your help in the past with providing railroad info.

I still have some confusion with the Conrail/Metro North

situation. I know that Conrail still has some track and freight operations while M-N does the commuter ops. I list MTA in front of NYC Transit Auth., Metro North, and the Long Island railroads because I understand that the MTA runs them. Am I correct in this? [I believe MTA provides funding, but does not directly operate them. Each railroad owns its tracks and operates its own trains. But maybe MTA owns all three railroads. -Bill]

On 161.280 [Metro-North] do you know what "N.W." and "M.O." bases are? [No, I don't—can any of our readers help? -Bill]

46.26		MTA-Metro North fire dept.-Westchester Co. tie
160.305		MTA-NYC Transit Auth. Police F-1 Command/ Underground/WT's/Rptr. "Operations"/"Central" bases/KG-9974
160.380	F-1	MTA-LI Road (towers)
160.410		MTA-MN New Haven Division Maint. of Way-Traction/ Chief Dispatcher/PG Manhattan KCK-357
160.455	F-1	MTA-LI police HQ rptr.
160.470	R-1	PATH Train ops./road/CMD desk/Jersey City "Control", NJ KJF-940
160.500		MTA-NYC Transit Auth. Police-Bronx "Central" rptr. & "Operations" KGL-420
160.515	F-3	Amtrak Maint. of Way/Pelham Bay Communications WRM-794/"New York C & S"
160.560	F-4	MTA-MN Police
160.680	F-4	Conrail police primary/Elizabeth, NJ KZO-375
160.695	F-2	MTA-NYC Transit Auth. Police Subways/Surface/ Detectives "Central"/KP-6909
160.725	F-2	MTA-LI Maint. of way (Bldgs. & Bridges) Hicksville/KJ-3767
160.800	F-1	Amtrak Road Pelham Bay Tower
	F-1	MTA-MN Road F-1 "New Haven Dispatcher"
160.830		NJT police Newark "Central", NJ
160.905		MTA-NYC Transit Auth. Police-Manhattan KGL-420
160.965	F-3	MTA-NYC Transit Auth. police Queens "Central" rptr. & "Dist. 33"
161.040	R-2	PATH transit police Jersey City, NJ KJF-940
161.070	F-2	Amtrak road
161.130	F-3	Conrail Maint. of way "Trouble Desk" w/PBX
161.160		MTA-MN New Haven Division Elect. Traction "Load Dispatcher"
161.175	F-4	MTA-NYC Transit Auth. police Brooklyn
161.190		MTA-NYC Transit Auth. subway Div. A (IRT) road/ disp. "Command"
161.220	F-1	MTA-MN police
161.250		MTA-SIRT telemetry Staten Island KNAB-527
161.280	F-1	MTA-MN New Haven Division road/police/dispatcher "Stam" tower-Stamford, CT KSK-954 "Stamford Maintainer"-Stamford, CT Woodlawn Tower-Bronx "New Haven Dispatcher" "N.W." "M.O."
161.295		Amtrak police
161.355		MTA-NYC Transit Auth. telemetry
161.385	F-1	MTA-LI maint. of way
161.400		MTA-MN "Mechanical Desk"†
161.445	F-2	MTA-LI road (dispatcher) Base 204

TULSA, OKLAHOMA

compiled by CHRIS ELLIOTT (OK-31)

(*) indicates not personally confirmed.

160.230			Sand Springs Railway Co.
160.410		Ch 1	Missouri Pacific road
160.470	*	Ch 2	Missouri Pacific yard
160.500			Burlington Northern hump
160.530	*		Burlington Northern yard
160.620	*		Burlington Northern
160.710			Burlington Northern yard
160.800			Burlington Northern hump
160.830			Burlington Northern (touch tones & some voice)

160.860	Burlington Northern
160.890	Burlington Northern
160.920	Burlington Northern
160.965	Burlington Northern car loading
161.130	Burlington Northern PBX
161.145	Burlington Northern
161.160	Burlington Northern road
161.250	Burlington Northern
160.590	MKT (Katy) road
160.650	Atchison, Topeka & Santa Fe road
161.070	Tulsa-Sapulpa Union

SHORTLINE DATA

by GARY L. STURM (IN-045)

East Erie Commercial (Erie, Pa.):

160.590	Switching
161.100	Switching

Everett RR (Claysburg, PA):

160.365	to be installed in next 3-6 months

Ferdinand RR (Ferdinand, IN):

160.275	Switching

Indiana RR (Indianapolis, IN):

161.100	General operations
161.190	ICG interchange

Louisville, New Albany & Corydon (Corydon, IN):

160.275	Switching

Oakland Terminal (Oakland, CA):

160.935	General operations

Paducah & Louisville (Kentucky):

160.740		Road/dispatcher
160.695	Y1	Switching
161.325	Y2	Switching
160.215		Materials/Paducah shops only
160.455		Maintenance of Way/Mechanical (mobile-to-mobile)

Winchester & Western (New Jersey Division):

161.310	General operations [from Bill Farmer (CA-VE-010)]

Thanks to all who contributed this month—we had a pretty full mailbag. And we look forward to hearing from YOU very soon! So long until next time...

—Gary & Bill

TECHNICAL TOPICS

Column Editor Wanted

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions to:

GETTING THE SIGNAL THERE
The Feedline Does It All

I love my weekends, as I'm sure many of you do, so when Monday mornings roll around, I reluctantly head out the door to work. Last Monday morning was no different from any other until I opened the door heading for the car. As I looked across the street, something on the neighbor's house caught my eye. It was an antenna, and it stuck out like a sore thumb! Antennas are strictly forbidden (except for mine, of course) by the homeowner's association, so I was more than a little surprised to see the beginings of an antenna farm growing from my neighbor's roof.

After the initial shock wore off, my natural "antenna instincts" kicked in, and my curiosity got the better of me. I had to know what kind of antenna it was. After careful deliberation and to my delight, I concluded that the antenna in question was none other than a multi-band scanner antenna covering VHF, Aircraft, and UHF frequencies.

Seeing my neighbor's antenna got me thinking about what it takes to make an effective antenna system. Obviously, a good antenna is important, but equally as important is the feedline that connects the antenna to the scanner. Without a proper feedline capable of carrying radio signals from the antenna to the scanner, the antenna is nothing more than a bunch of metal on a pole.

Most feedlines are of a type known as coaxial - a term which is very descriptive of the physical construction of the cable. As shown in figure 1, coax is made up of four parts: the center conductor, the dielectric, the shield, and the jacket. As can be seen in the diagram, all the components share the same axis, hence the term coaxial.

The center conductor of the coaxial cable is the part which actually carries the signal from the antenna to the receiver. It can be constructed of either solid or stranded wire. The wire itself can be bare copper, tinned copper, or silver plated copper. In the case of some coax cables, especially those used for cable TV, the center conductor is made of copper-clad steel. This is basically a wire with a steel core covered by a layer of copper. Since, at RF frequencies, the signals tend to travel only on the surface of the wire, the copper covering carries most of the signal, and the steel core gives extra physical strength to the cable.

The part of the cable which is located between the center conductor and the shield is called the dielectric. This part of the cable performs the very important function of determining the electrical characteristics of the cable. Such things as impedance, attenuation, velocity of propogation, and capacitance are all determined, in great part, by what the dielectric is made of and how big it is.

In general, the dielectric of most coaxial cables is made of a material called polyethylene. This material is used because it exhibits very constant electrical characteristics over a broad range of frequencies. This is important to scanner users since we tend to listen over a wide range of frequencies. The dielectric will generally be one of two types, either solid or foamed. In either case, they are both made of polyethylene, but the foam version is filled with tiny air bubbles. The foamed version looks milky white in color and is spongy in texture. The Solid dielectric looks more translucent and is harder in texture.

fig. 1

fig. 2

The dielectric has an effects on all of the four electrical characteristics listed above, but the ones of most importance to us are the impedance and the attenuation. Suffice it to say that coaxial cables can be divided into various groups determined by their impedance. In general, there are two groups of coax which are suitable for scanner antennas. They are those which fall into the 50 ohm or 75 ohm catagory. Just keep in mind that it is important to match, as closely as possible, the input impedance of the receiver and the impedance of the the antenna with a feedline of like impedance. To determine these impedances, refer to the liturature that comes with your scanner and antenna. For example, the book that comes with my Bearcat 250 states that the antenna connector is for connecting atennas of from 50 to 70 ohms impedance. Most scanners and antennas fall into this range, and in most cases, either 50 or 75 ohm cable will work.

As I mentioned above, the dielectric also affects the attenuation of the cable. The attenuation is a measure of how much signal is lost over the length of the cable as it travels from the antenna to the scanner. The greater the attenuation, the greater the losses are on the cable, and if the losses become too great, signal strength at the receiver will diminish.

Attenuation is usually measured in db per 100' at specific frequencies. The attenuation for any feedline does not remain constant over a broad range of frequencies. The higher you go in frequency the greater the losses on the cable. This means that the same feedline will let more signal pass at 30 MHz than it will at 800 MHz. In general, the foamed dielectric has lower losses than the solid dielectric, but the difference is small, usually on the order of 1 to 1.5 db/100'. Your goal should be to use a feedline with as low an attenuation as possible at the highest frequency you are monitoring. This all needs to be done within the realm of reasonable cost and practicality.

The third component of a coaxial cable is the shield. Figure 1 shows a shield made of braided wire. This braid, like the center conductor, might be made of bare copper, tinned copper, or silver plated copper. In some cases, such as with cable TV coax, there might, instead, be a solid foil wrap covered with an aluminum braid, as shown in figure 2. The shield is important because it keeps unwanted signal from penetrating the feedline and getting into the receiver. In television, poor shielding results in ghosts and flutter on the screen. In a scanner the results would more likely be heard as intermod.

A braided shield can give as much as 95% to 96% coverage if the braid is very tightly woven, but many less expensive coax cables give as little as 78% to 80% coverage. In some areas of the country, the lower braid coverage is satisfactory, but in areas of dense radio activity, greater shielding is a good idea.

A braid-only type of shield will never give 100% shield coverage. If you want 100% shield coverage, you will have to use the cable TV type of coax described above. The aluminum foil wrap, being solid, does give 100% coverage. The aluminum braid gives added shield protection.

The last component that makes up a coaxial cable is the jacket. The jacket is generally made of either black or white PVC material. In addition, there are jacket versions which are called non-contaminating. Contamination refers to the tendency of PVC to break down with age and exposure to the elements and sunlight. When the PVC deteriorates, some of it actually diffuses through the shield and enters the dielectric. When this foreign material gets into the dielectric, the electrical characteristics of the cable can change drastically. The impedance can change to the point where there is a great mismatch between the antenna and scanner. Also, the attenuation can increase, greatly reducing the amount of signal reaching the scanner. The contamination effect usually takes years to take effect, so it probably is questionable as to the benefit of using a coax with a non-contaminating jacket unless you are planning to leave your antenna up for more than five years.

Now that we've talked about coax cable, let's talk a little about how to choose the right one for you. I think that one good place to start is to determine what type of signals you are listening to. If you are trying to hear consistently weak or distant signals, then you are a good candidate for using a feedline with the lowest losses available. If you primarilly monitor repeater and/or base stations which have relatively strong signals, then any good grade coaxial should do the job.

Another consideration is the distance or length of feedline required to reach from the scanner to the antenna. If you are considering running a short distance, say 25', then any good grade of coax should do, but when the distances start to get greater, then the losses on the cable start to take a bite out of the signal, and you need to use a lower loss cable.

Remember earlier I said that the higher the frequency, the greater the loss on the cable? Well, frequency is another consideration when choosing a feedline. If all you listen to is 800 MHz, then a lower loss feedline might be in order.

Let's now talk about some specific coax cables and what their comparative merits are. As I mentioned before, coax for scanner use generally should be from the 50 or 75 ohm groups. Within these groups there are various coaxes, each with its own merits. The following table lists some of the more common cable types in these two groups.

	RG-8	RG-8X	RG-58	RG-11	RG-6	RG-59
OD (Inch)	.405	.242	.195	.405	.275	.242
Impedance	50 ohms	50 ohms	50 ohms	75 ohms	75 ohms	75 ohms

Attenuation in db/100'

50 MHz	1.4	2.5	3.2	1.0	1.5	2.0
100 MHz	2.0	3.7	4.7	1.8	2.1	3.1
200 MHz	2.5	5.4	6.8	2.5	3.1	4.5
400 MHz	4.5	8.0	10.0	4.2	5.9	6.5
700 MHz	6.2	11.1	14.5	5.8	5.9	8.6
900 MHz	7.3	12.8	16.0	6.0	6.9	10.4

I have used an average figure for listing the attenuation in this chart. The exact figure will vary slightly from cable to cable.

Of the six types of cable listed, the RG-8 and the RG-11 are the most difficult to work with due to their physical size. Also, finding the right connectors to fit these cables can be difficult. For most installations, one of the remaining four cables should do just fine.

When it comes right down to picking a coax cable to use, you should ask some of the questions raised earlier regarding the type of monitoring you plan to do. If you are using a short feedline and listening to local repeaters, almost anything will do, but if you are using a long feedline or trying to pull those weaker signal out of the noise, then a lower loss coax should be considered.

I would like to highlight one particular coax that seems to me to be quite unique in that it has very low losses, is easy to work with, and is relatively inexpensive. If you've spotted RG-6 in the chart, then you are thinking like me.

RG-6 cable is normally used for cable television applications. It has a solid copper-clad-steel center conductor, and the shield is a foil-wrap plus aluminum braid. The cable is designed to take F56 type connectors. These are the type that you screw into the back of your television set. Since most scanners don't use these type of connectors, you will have to use adapters to connect to your particular scanner, but adapters are easy to come by for this type of connector.

As for the cost, I have seen it as low as .10/ft which is a good deal considering that a good quality of RG-8 cable can cost as much as .40/ft and is much harder to work with.

One member I recently spoke with told me that he planned to use a cable TV splitter to split the signals from his multiband antenna into three different scanners. With this type of arrangement he can feed three scanners with one antenna and one feedline just by using a three-way splitter. It works for TV sets so why not scanners? I haven't heard any reports on how this system works, but it has great possibilities.

I hope the information presented here will help you in choosing the feedline for your antenna installation. Just remember that your antenna is only as good as its weakest link, so don't skimp on the feedline. It can make or break a good antenna system.

AND NOW IT'S TIME TO SAY GOODBYE

My first column appeared in the RCMA Newsletter in the fall of 1984. That was over two years ago. Since then I have made many new friends and learned much about our hobby. Your support of this column has been tremendous, and for that I am grateful. It is, therefore, with sadness, yet gratefulness, that I tell you that this will be my last column. I want you to know that I have appreciated the opportunity to have written this column, and I look forward to what is yet to come with the new editor that will take my place. Please continue to support all the column editors as you have supported me these past two years.

Thankyou and 'til next time,

Steve

VHF MARINE

Send information, articles, frequencies and their use, and questions that relate to private, commerical, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your April 1987 VHF Marine Column.

Well the mailbox is still quiet. Everybody must have their scanner off or the snows and ice are stopping all the marine traffic.

Our first report comes from Doug (CANA-041) and is a copy of the Canadian Maritime - Mobile Safety & Communication Frequency Plan. In order to present the list as received I am publishing the HF section of the Frequency Plan also. The list pertains to the Halifax, Nova Scotia area.

Ship Transmit Frequency		Channel	Ship Receive Frequency	
2118		57	2514	
2134	(Ship-to-Ship)	60		
2142		61	2538	
2158		58	2550	
2182		51	2182	
2206		59	2582	
2237	(Ship-to-Ship)	67		
		75	2598	(Weather)
2638	(Ship-to-Ship)	54		
2738	(Ship-to-Ship)	77		
2815		79	2530	
4110.8		81	4409.4	
4133.2		84	4431.8	
8236.4		95	8770.4	
12375.5		92	13154.5	
16505.5		97	17300.5	
156.300	(Ship-to-Ship)	06		
156.450		09	156.450	
156.500	(Pollution Control)	10	156.500	
156.550		11	156.550	
156.600		12	156.600	
156.650		13	156.650	
156.700		14	156.700	
156.800	(Emergency & Calling)	16	156.800	
		21	161.650	(Weather)
157.200		24	161.800	
157.300		26	161.900	
157.350		27	161.950	

Doug has a lot of information on offshore oil well drilling off the canadian coast; especially Mobil Oil Co.

My thanks to Doug and I hope to publish more of his information as soon as it arrives.

My thanks also to Rob Bevezowski (RCMA Canadian Editor) for fordwarding this report to me.

Our next report comes from John (IL-010). John has gotten material on the book entitled "ON THE HAWSER" written by Steven Lang and Peter Spectre. The book contains almost a history of Tugboats from beginning to 1980's. The book has lots of pictures and stories. This type of book should go good in any nautical library. It can be ordered from Steven Lang, C/O Tugboat Photos & Research, 2861 Bardy Road, Santa Rosa,Ca. 95404 - The cost is $40.00 + $5.00 shipping & handling and make checks payable to Steven Lang.

I have just ordered my copy.

If any one else knows of some good nautical books that have pictures and information on ships (large or small), workboats, crewboats, barges, ferryboats, military vessels, freighters, ocean liners, pilot boats & etc.,please send them in.

It is not our intention to advertise these books but to let you know what is available for your reading in the maritime field.

My thanks to John and I would like to ask him to send in more information as he gets it or marine related activities around his job.

Also Arnaud (LA-0450287) sends in a duplicate frequency list for the New Orleans area. It is a complete list of marine frequencies like the one sent in by him and published in January.

Anyone ever wondered what the names are for the ferryboats taking people between New York and the 3rd. CG Distrtct Headquarters on Governors Island,in New York Harbor.

CGC The Tides (ferry) (civilian manned)
CGC Pvt. Nicholas Minue (ferry) (civilian manned)
CGC Lt. Samuel S. Course (ferry) (civilian manned)

The above ferry information was sent in by Gary (NY-291).

The CG-41485 is a utility boat from Station Hobucken,N.C..
The CG-32334 is a port & waterways boat from MSO Baltimore,Md.

One part of the marine VHF monitoring band that I have not seen hardly anything on is commercial fishing vessels and fishing party boats. As we enter the spring season these boats will be coming more into their own as the season progresses. Most party boats use VHF & CB,while commercial boats use VHF,CB & HF/SSB. If you want to know where to catch the fish,tune them in and drop in their frequencies to me to print.

Well that's it for this month. SHORT HUH.

Hope to hear from you so we can have another column next month.

See you next month.

RCMA NEW MEMBERS LIST

AZ 079 - SCOTT WIRITZ;2230 HILLSIDE DR;LAKE HAVASU;AZ;86403
CACC032 - THOMAS M. KEARNS;1320 TRAUD CT;CONCORD;CA;94518
CALA681 - ROBERT OWENS;437 E 157TH ST;GARDENA;CA;90248
CALA682 - BEN STAAT;HARVEY MUDD COL MATH DEPT;CLAREMONT;CA;91711
CALA683 - HOWARD K. KLAIR;1612 AUINIDA ENTRADA;SAN DIMIS;CA;91773
CALA684 - W.D. CONANT;23009 ASPEN KNOLL;DIAMOND BAR;CA;91765
CAOR324 - LEONARD MCCARTHY;8562 WHITESAILS CIR;HUNTINGTON BCH;CA;92646
CAOR325 - JAMES YEARY;12922 HARBOR #800;GARDEN GROVE;CA;92640
CARI061 - STAN PRYGA;100 ABERDEEN DR BOX 531;RIVERSIDE;CA;92507
CASC056 - ALBERT AUGUSTINE JR;1655 ARIZONA AVE;MILPITAS;CA;95035
CASD079 - JACK M. ADAMS;2921 HYPOINT AVE;ESCONDIDO;CA;92027
CASD080 - ERIC HULNICK c/o KCST;P.O. BOX 11039;SAN DIEGO;CA;92111
CASD081 - WILLIAM F. WALSH IV;MWSS 372 MW S6 37;CAMP PENDELTON;CA;92055
CASJ014 - JOHN A. SLUFF;480 N MIDWAY RD;TRACEY;CA;95376
CASO010 - RON RICE;374 ARCADIA COURT;VACAVILLE;CA;95688
CO 056 - CRAIG TESSMER;12185 BELLAIRE ST;THORTON;CO;80241
CO 057 - PATRICK M. GRIFFITH;6250 N FEDERAL BLVD #81;DENVER;CO;80221
CT 097 - JOHN RICHMOND;C/O DATACOMP 300 CHURCH ST;YALESVILLE;CT;06492
GA 073 - MIKE PREVATT;RTE 2 BOX 491;RICHMOND HILL;GA;31324
IL 339 - TOM BAKER JR;311 ROSELAWN;FAIRVIEW HTS;IL;62208
IL 340 - PAUL KOUTNIK;5400 PARK AVE;DOWNERS GROVE;IL;60515
IL 341 - GEOFFREY KOVARIK;4980 N MARINE #635;CHICAGO;IL;60640

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IN  097 - LARRY D. FRITZ;P.O. BOX 175;HAMLET;IN;46532
MA  172 - JAMES  --LAST NAME AND ADDRESS WITHELD BY REQUEST
MA  173 - TOM KING;3 HIGHLAND ST;WOBURN;MA;01801
MA  174 - BOB  --LAST NAME AND ADDRESS WITHELD BY REQUEST
MA  175 - DAVID PARE;229 ELM ST;AMESBURY;MA;01913
MI  180 - DAVID  --LAST NAME AND ADDRESS WITHELD BY REQUEST
MI  181 - RICHARD BARTLETT;32556 RUNERT;WARREN;MI;48093
MO  104 - BILL MANION;900 N 7 HWY #15;HARRISONVILLE;MO;64701
NC  074 - JOHN T. STYRON;P.O. BOX 1213;LONG BEACH;NC;28461
NJ  224 - RAYMOND R. BARON;189 PROSPECT AVE;BAYONNE;NJ;07002
NJ  225 - MATHANIEL MISTER;2017 GRANT AVE;ATLANTIC CITY;NJ;08401
NJ  226 - BEN FOSTER;315 W 8TH ST APT 1C;PLAINFIELD;NJ;07060
NJ  227 - DAVID SCHNEIDER;426 HOPPER AVE;RIDGEWOOD;NJ;07450
NY  371 - WILLIAM H. SPECKMAN;64-02C 192ND ST APT 3C;
               FRESH MEADOWS;NY;11365
NY  372 - LUIS M. VALCARCEL;100-5F DREISER LOOP;BRONX;NY;10475
OH  191 - ERIC KIDD;8821 PLANET DR;CINCINNATI;OH;45231
OH  192 - KENNETH KRALJ;2783 COBLENTZ DR;POLAND;OH;44514
SC  033 - WESLEY BOLAND;RT 1 BOX 108;POMARIA;SC;29126
SD  010 - LESTER MCADAGAGH;BOX 101;DE SMET;SD;57231
TN  039 - THOMAS W. HYER;235 MARNE ST;MEMPHIS;TN;38111
TX  191 - TOMAS R. GANCHEZ JR;2009 RETTYE DR;KINGSVILLE;TX;78363
TX  192 - FREDERICK K. RICHMOND;9022 LEO STREET;EL PASO;TX;79904
TX  193 - TODD B. MARSHALL;2115 PINE RIVER DR;KINGWOOD;TX;77339
UT  020 - ROY EICHELBERGER;1136 TURQUOISE WAY;SANDY;UT;84070
VA  116 - GEORGE BABEL;6908 STONEYBROOK LN;ALEXANDRIA;VA;22306
VA  117 - DANNY D.  --LAST NAME AND ADDRESS WITHELD BY REQUEST
VA  118 - PAUL  --LAST NAME AND ADDRESS WITHELD BY REQUEST
VA  119 - PHILLIP MCADAMS;3113 LYNNHAVEN DR;VIRGINIA BCH;VA;23451
VA  120 - MICHAEL QUENSBERRY;46 BERTHA ST;PULASKI;VA;24301
VA  121 - CLIFF ASHBRIDGE;5501 SEMINARY RD #204 S;FALLS CHURCH;VA;22041
WI  091 - THOMAS E. KUENZLI;6329 PIPING ROCK RD;MADISON ;WI;53711
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YOUR THOUGHTS continued from page 9

Dear Your Thoughts:

Something I would like to see in the RCMA newsletter is a total profile of all state law enforcement agencies in each of the fifty states. This could be done via a new column or by the Public Safety editors for their respective areas. The profile should contain the following information for each agency:

1. Organization of agency
2. Functions of agency
3. Primary locations
4. Colors of vehicles, etc, and types of vehicles utilized
5. Types of radios used
6. Frequencies utilized
7. Radio identification and/or unit designators
8. Any other pertinent information about the agency

This is something I have tried to do myself for fifteen years and I am sure that my records for many states are incomplete.

J.R. Rosen, NY-135

[If you have information on your state's law enforcement agency, please consider submitting it to the editor of the Public Safety column covering your region. KDS]

Dear Your Thoughts:

I ran across an interesting letter-to-the-editor in the October 1986 issue of Mobile Communication Technology. The letter is authored by Ron Johnson of Austin, TX. It read in part:

> "While long-distance propagation of HF radio signals is considered a benefit of these frequencies, at VHF and UHF propagation beyond the horizon is considered to be a problem and a headache for the system operator and his users. Why don't we petition Congress to legislate against undesirable propagation in a Communications Act and be done with it?...Let's all back the legislative solution!"
>
> Name Withheld by Request

Dear Your Thoughts:

Thank you for the concern over the Electronic Communications Privacy Act.

Although this Act has been signed into law, I hope you do not let your guard down. This law is ripe for a lawsuit, yet the court costs today probably make it improbable to prosecute a hobbyist.

A.R. Egleston, CA-TO-002

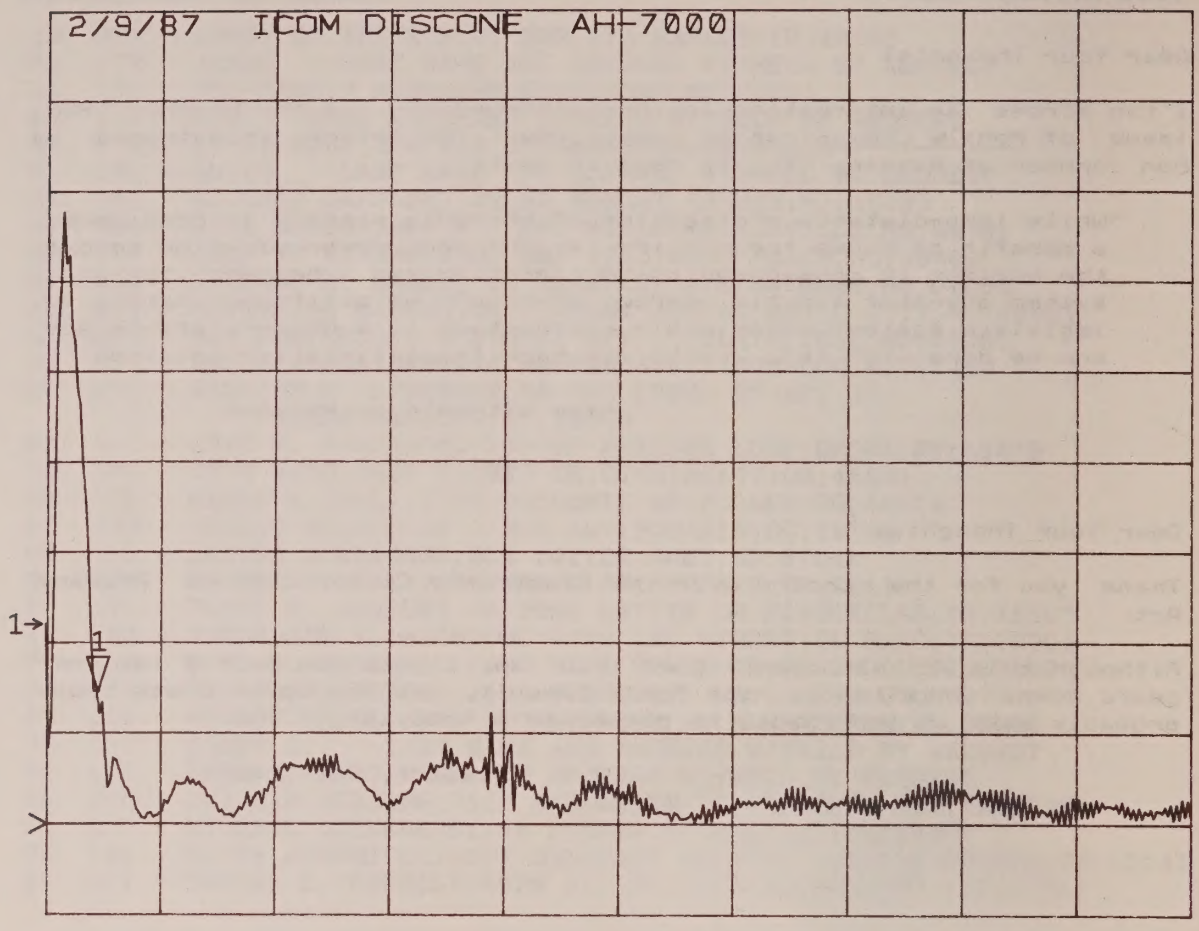
NOTE

The graphs on the last page represent data obtained from a sweep of the ICOM Discone AH-7000 antenna. The whip portion of the antenna appears to be used to lower the SWR for 6 meters only and perhaps it should be a bit longer (This sample has its low at 49.4 MHz).

The major portion of the plot is located between SWR of 1.0 and an SWR of 2.0. For transmission or listening above 100 MHz it appears this is a good device. Actually for listening or tansmitting above 100 MHz you can remove the top whip and have a more conpact unit to stash in the attic.

It should be remarked that this contribution and the last page of the MARCH issue were contributed by the old pastup crew in order to get us up to a multiple of 8 pages without any blanks. In the past we have used reporting maps of the LA Area.

Bryan CAOR097
John CAOR078



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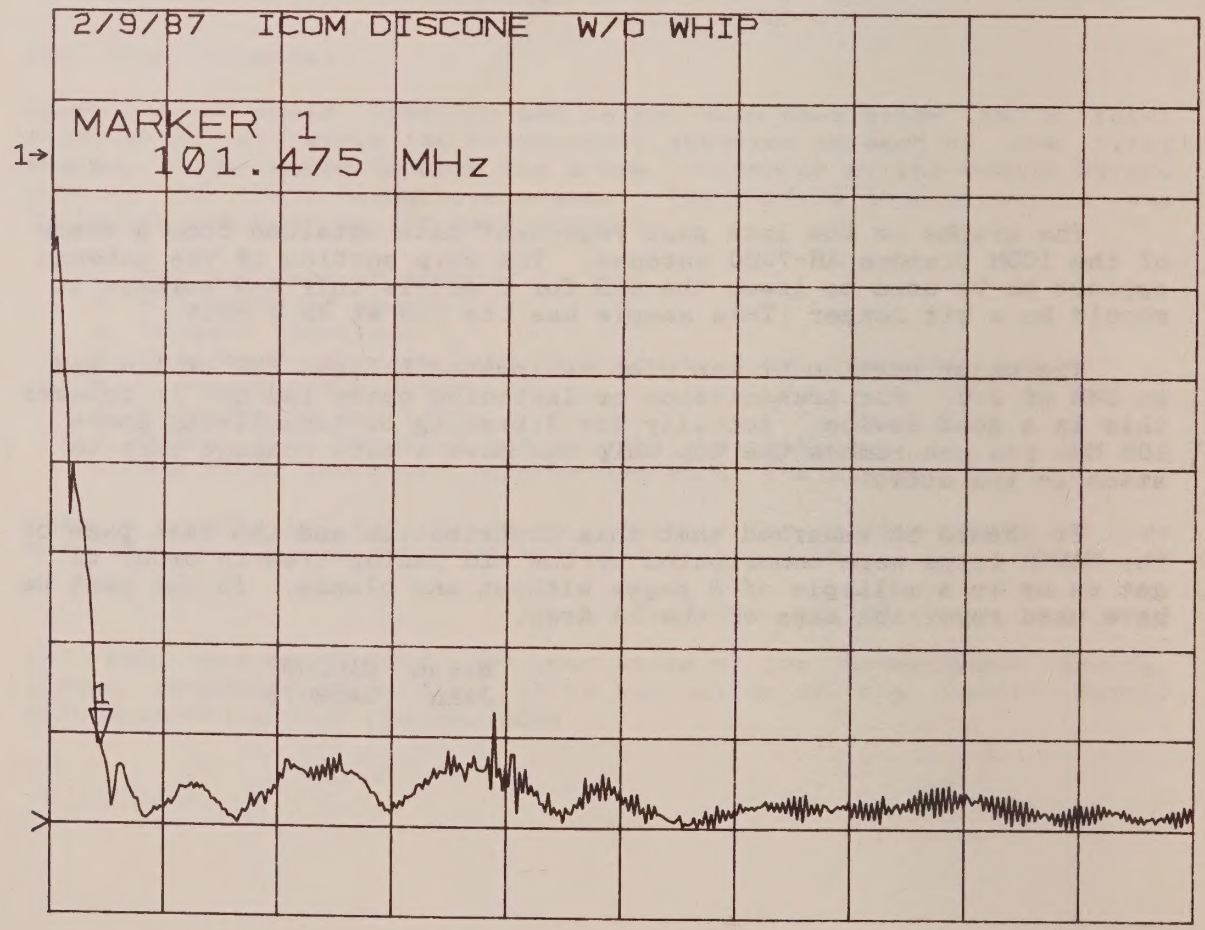
STOP 1.300000000 GHz



START 0.045000000 GHz
STOP 1.300000000 GHz

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 30¢.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

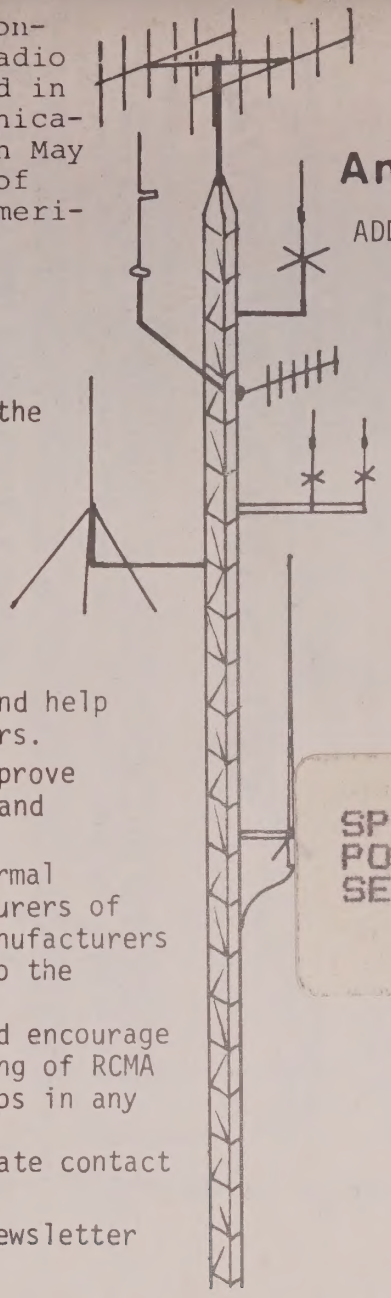
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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